APPLICATION FOR FINANCIAL ASSISTANCE
Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

SUBDIVISION: City of Cincinnati **CODE#** 061-15000

DISTRICT NUMBER: 2 **COUNTY:** Hamilton **DATE** 12/13/2006

CONTACT: Richard Szekeresh **PHONE #** (513) 352 - 3419
(THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASISDURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)
FAX (513) 352-1581 **E-MAIL** richard.szekeresh@cincinnati-oh.gov

PROJECT NAME: Eighth Street Viaduct Reconstruction (PHASE 1 OF 2)

SUBDIVISION TYPE
(Check Only 1)
__1. County
√2. City
__3. Township
__4. Village
__5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED
(Check All Requested & Enter Amount)
√1. Grant $ 2,000,000
__2. Loan $_____
__3. Loan Assistance $_____

PROJECT TYPE
(Check Largest Component)
_1. Road
√2. Bridge/Culvert
__3. Water Supply
__4. Wastewater
__5. Solid Waste
__6. Stormwater

TOTAL PROJECT COST:$** 12,000,000 **FUNDING REQUESTED:$ 2,000,000

DISTRICT RECOMMENDATION
To be completed by the District Committee ONLY

GRANT:$** 2,000,000 00 **LOAN ASSISTANCE:$_____
SCIP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**
RLP LOAN: $_____ **RATE:**_____**% TERM:** _____**yrs.**

(Check Only 1)
X State Capital Improvement Program
___Local Transportation Improvements Program
___Small Government Program

FOR OPWC USE ONLY

PROJECT NUMBER: C_____/**C**_____
Local Participation _____%
OPWC Participation _____%
Project Release Date: ___/___/___
OPWC Approval: _____

APPROVED FUNDING: $_____
Loan Interest Rate: _____%
Loan Term: _____**years**
Maturity Date: _____
Date Approved: ___/___/___
SCIP Loan _____ **RLP Loan**

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.) Basic Engineering Services:		$_____.00	
Preliminary Design	$_____.00		
Final Design	$_____.00		
Bidding	$_____.00		
Construction Phase	$_____.00		
Additional Engineering Services *Identify services and costs below.		$_____.00	
b.) Acquisition Expenses: Land and/or Right-of-Way		$_____.00	
c.) Construction Costs:		$ 10,909,091.00	
d.) Equipment Purchased Directly:		$_____.00	
e.) Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)		$_____.00	
f.) Construction Contingencies:		$ 1,090,909.00	
g.) TOTAL ESTIMATED COSTS:		$ 12,000,000.00	

*List Additional Engineering Services here:

Service:	Cost:

1.2 PROJECT FINANCIAL RESOURCES:
(Round to Nearest Dollar and Percent)

		DOLLARS	%
a.)	Local In-Kind Contributions	$ .00	
b.)	Local Revenues	$ 3,249,349.00	27%
c.)	Other Public Revenues	$ .00	
	ODOT	$ 6,750,651.00	56%
	Rural Development	$ .00	
	OEPA	$ .00	
	OWDA	$ .00	
	CDBG	$ .00	
	OTHER _____	$ .00	
	SUBTOTAL LOCAL RESOURCES:	$ 10,000,000.00	83%
d.)	OPWC Funds		
	1. Grant	$ 2,000,000.00	
	2. Loan	$ .00	
	3. Loan Assistance	$ .00	
	SUBTOTAL OPWC RESOURCES:	$ 2,000,000.00	17%
e.)	TOTAL FINANCIAL RESOURCES:	$ 12,000,000.00	100%

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# 77363 Sale Date: 7/1/07
STATUS: (Check one)
Traditional
√ Local Planning Agency (LPA)
State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: Eighth Street Viaduct Reconstruction (PHASE 1 OF 2)

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION: West Eighth Street from McLean Avenue to Burns Street (see attached map) in Queensgate and Lower Price Hill areas of the City of Cincinnati.

PROJECT ZIP CODE: 45204

B: **PROJECT COMPONENTS:** The major components of work include replacement of all split piers, repair of beams and structural deck, replacement of deck overlays, replacement of the existing sidewalks and railings, replacement of expansion joints, complete superstructure replacements of the west approach structures, reconstruction of approach pavements and replacement of lighting on and below the viaduct.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS: The length of the entire project is approximately 3,500 feet. The viaduct is 2,730 feet long and is made up of 79 reinforced concrete and concrete encased steel spans of varying lengths which span over the following features: CSX and NS Railroad tracks leading into the Queensgate Railroad yard, the Mill Creek, Evans Street, parking areas and access roads serving the local businesses adjacent to the Viaduct. The remainder of the project length includes two bridges at the west end of the viaduct and roadway on fill along wingwalls and retaining walls. The total width of the bridge is 70 feet with sidewalks on both sides and a roadway consisting of 4 traffic lanes plus two bicycle lanes and six-foot wide sidewalks on each side of the viaduct.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: ADT 14,656 Year: 2005 Projected ADT: 17,587 Year: 2025

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: $_____ Proposed Rate: $

Stormwater: Number of households served:

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years.

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT	**$ 12,000,000.00**
TOTAL PORTION OF PROJECT NEW/EXPANSION	**$**

4.0 PROJECT SCHEDULE: *

		BEGIN DATE	END DATE
4.1	**Engineering/Design:**	2 / 16 / 2005	3 /11 /2007
4.2	**Bid Advertisement and Award:**	6/ 1 /2007	7 / 1 /2007
4.3	**Construction:**	8/ 1 /2007	7 / 1 /2009
4.4	**Right-of-Way/Land Acquisition:**	N/A	N/A

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE OFFICER

TITLE	Assistant City Manager
STREET	Room 104, City Hall 801 Plum St.
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-3475
FAX	(513) 352-2458
E-MAIL	scott.stiles@cincinnati-oh.gov

5.2 CHIEF FINANCIAL OFFICER

TITLE	Acting Director of Finance
STREET	Room 250, City Hall 801 Plum Street
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-6275
FAX	(513) 352-2370
E-MAIL	joe.gray@cincinnati-oh.org

5.3 PROJECT MANAGER

TITLE	Principal Construction Engineer
STREET	Room 450, City Hall
CITY/ZIP	Cincinnati, Ohio 45202
PHONE	(513) 352-1518
FAX	(513) 352-1581
E-MAIL	don.gindling@cincinnati-oh.org

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

[ ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.

[X] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO which identifies a specific revenue source for repaying the loan also must be attached. Both certifications can be accomplished in the same letter.

[X] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.

[NA] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.

[NA] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.

[ ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)

[X] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Scott Stiles, Assistant City Manager

Certifying Representative (Type or Print Name and Title)

9/5/06

Signature/Date Signed

September 8, 2006

Subject: Eighth Street Viaduct Reconstruction
Certification of Useful Life for OPWC Projects

As required by Chapter 164-1-13 of the Ohio Administrative Code, I hereby certify that the design useful life of the subject bridge reconstruction is at least twenty (20) years.

(seal)

Richard Szekeresh, P.E.
Supervising Engineer
City of Cincinnati

PROJECT EIGHTH STREET VIADUCT RECONSTRUCTION
SUBJECT OPWC SPLIT ESTIMATED CONSTRUCTION COSTS
DATE 12/13/2006

PHASE 1 - BASE BID

ROADWAY - EIGHTH STREET (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION		
								20% LOCAL	63% FEDERAL	17% OPWC
201	CLEARING & GRUBBING	1	0.10	0.1	LUMP	$12,000.00	$1,200	$240	$760	$200
202	PAVEMENT REMOVED	3,862	0.10	386.2	SQ YD	$14.70	$5,677	$1,135	$3,596	$946
202	PAVEMENT REMOVED, AS PER PLAN	1,075	0.10	107.5	SQ YD	$13.80	$1,484	$297	$940	$247
202	WALK REMOVED	6,369	0.10	636.9	SQ FT	$1.08	$688	$138	$436	$115
202	CURB REMOVED	1,262	0.10	126.2	FEET	$4.80	$606	$121	$384	$101
202	PARKING METER REMOVED	2	0.10	0.2	EACH	$120.00	$24	$5	$15	$4
203	EXCAVATION WITHOUT EMBANKMENT	203	0.10	20.3	CU YD	$37.00	$751	$150	$476	$125
204	SUBGRADE COMPACTION, AS PER PLAN	1,075	0.10	107.5	SQ YD	$2.60	$280	$56	$177	$47
204	SUBGRADE COMPACTION	510	0.10	51.0	SQ YD	$2.60	$133	$27	$84	$22
254	PAVEMENT PLANING ASPHALT CONCRETE, (VARIES 1/2" TO 3")	3,352	0.10	335.2	SQ YD	$6.30	$2,112	$422	$1,337	$352
301	ASPHALT CONCRETE BASE	35	0.10	3.5	CU YD	$37.00	$130	$26	$82	$22
304	AGGREGATE BASE	26	0.10	2.6	CU YD	$2.60	$7	$1	$4	$1
407	TACK COAT	32	0.10	3.2	GAL	$2.60	$8	$2	$5	$1
408	PRIME COAT	64	0.10	6.4	GAL	$2.60	$17	$3	$11	$3
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 PG64-22	7	0.10	0.7	CU YD	$2.60	$2	$0	$1	$0
448	ASPHALT CONCRETE SURFACE COURSE, TYPE 1 PG64-22	7	0.10	0.7	CU YD	$2.60	$2	$0	$1	$0
452	4" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT	2,277	0.10	227.7	SQ YD	$42.00	$9,563	$1,913	$6,057	$1,594
452	12 1/2" NON-REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT	1,075	0.10	107.5	SQ YD	$78.00	$8,385	$1,677	$5,310	$1,398
603	12" CONDUIT TYPE H	55	0.10	5.5	FEET	$144.00	$792	$158	$502	$132
604	CATCH BASIN ADJUSTED TO GRADE	6	0.10	0.6	EACH	$330.00	$198	$40	$125	$33
604	MANHOLE ADJUSTED TO GRADE	4	0.10	0.4	EACH	$420.00	$168	$34	$106	$28
604	MANHOLE TYPE S	1	0.10	0.1	L.S.	$8,000.00	$800	$160	$507	$133
608	5" CONCRETE WALK	5,889	0.10	588.9	SQ FT	$4.80	$2,827	$565	$1,790	$471
608	CURB RAM P, TYPE 2	2	0.10	0.2	EACH	$540.00	$108	$22	$68	$18
608	CURB RAM P, TYPE P	1	0.10	0.1	EACH	$540.00	$54	$11	$34	$9
609	CONCRETE CURB TYPE S-1 BATTERED, AS PER PLAN	1,216	0.10	121.6	FEET	$24.00	$2,918	$584	$1,848	$486
614	MAINTAINING TRAFFIC	1	0.50	0.5	LUMP	$180,000.00	$90,000	$18,000	$57,000	$15,000
614	LAW ENFORCEMENT OFFICER W/PATROL CAR	20	0.50	10.0	HR	$66.00	$660	$132	$418	$110
614	WORK ZONE CENTER LINE CLASS 1, 740.06, TYPE 1	0.20	0.10	0.0	MILE	$11,400.00	$228	$46	$144	$38
614	WORK ZONE CENTER LINE CLASS 1, 642, PAINT	0.20	0.10	0.0	MILE	$540.00	$11	$2	$7	$2
614	WORK ZONE EDGE LINE CLASS 1, 740.06, TYPE 1	0.20	0.10	0.0	MILE	$8,040.00	$161	$32	$102	$27
619	FIELD OFFICE, TYPE C	24	0.50	12.0	MONTH	$3,030.00	$36,360	$7,272	$23,028	$6,060
622	PORTABLE CONCRETE BARRIER, 32"	3,000	0.10	300.0	FEET	$18.00	$5,400	$1,080	$3,420	$900
623	CONSTRUCTION LAYOUT STAKES	1	0.50	0.5	LUMP	$18,000.00	$9,000	$1,800	$5,700	$1,500
624	MOBILIZATION	1	0.50	0.5	LUMP	$960,000.00	$480,000	$96,000	$304,000	$80,000
630	GROUND MOUNTED SUPPORTS, NO. 3 POST	26	0.10	2.6	EACH	$144.00	$374	$75	$237	$62
630	SIGNS ERECTED, FLAT SHEET	35	0.10	3.5	EACH	$144.00	$504	$101	$319	$84
630	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	19	0.10	1.9	EACH	$120.00	$228	$46	$144	$38
630	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	2	0.10	0.2	EACH	$120.00	$24	$5	$15	$4
644	EDGE LINE	1.31	0.10	0.1	MILE	$6,000.00	$786	$157	$498	$131
644	EDGE LINE	1.30	0.10	0.1	MILE	$6,000.00	$780	$156	$494	$130
644	CENTER LINE	0.65	0.10	0.1	MILE	$6,000.00	$390	$78	$247	$65

644	PAVEMENT MARKING MISC: BIKE LANE SYMBOL AND ARROW	26.00	0.10	2.6	EACH	$180.00	$468	$94	$296	$78
832	STORMWATER POLLUTION PREVENTION PLAN	1	0.10	0.1	EACH	$3,000.00	$300	$60	$190	$50
832	EROSION CONTROL	1	0.10	0.1	LUMP	$3,600.00	$360	$72	$228	$60
SPEC	SIGN SUPPORT ASSEMBLY, POLE MOUNTED TRAFFIC CONTROL	8	0.10	0.8	EACH	$120.00	$96	$19	$61	$15
TOTAL (BASE BID)							$665,062	$133,012	$421,206	$110,844

ROADWAY - OLD EIGHTH STREET UNDER VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	WALK REMOVED	12,306	0.90	11075.4	SQ FT	$1.08	$11,961	$9,968		$1,994
202	CURB REMOVED	219	0.90	197.1	FEET	$4.80	$946	$788		$158
202	FENCE REMOVED	68	0.90	61.2	FEET	$3.24	$198	$165		$33
202	STRUCTURE REMOVED	1	0.90	0.9	LUMP	$600.00	$540	$450		$90
202	STEPS REMOVED	1	0.90	0.9	LUMP	$300.00	$270	$225		$45
203	EMBANKMENT AS PER PLAN	23	0.90	20.7	CU YD	$60.00	$1,242	$1,035		$207
608	5" CONCRETE WALK	12,306	0.90	11075.4	SQ FT	$4.80	$53,162	$44,302		$8,860
609	CURB RAM P, TYPE 2	3	0.90	2.7	EACH	$540.00	$1,458	$1,215		$243
609	CONCRETE CURB TYPE S-2	107	0.90	96.3	FEET	$24.00	$2,311	$1,926		$385
609	CURB, MISC.: REMOVE & RESET GRANITE CURBS, AS PER PLAN	810	0.90	729.0	FEET	$66.00	$48,114	$40,095		$8,019
TOTAL (BASE BID)							$120,203	$100,169	$0	$20,034

ROADWAY - SIDEWALK REPAIRS AT FLOOD WALL (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	WALK REMOVED	150	0.90	135.0	SQ FT	$1.08	$146	$121		$24
202	CURB REMOVED	17	0.90	15.3	FEET	$4.80	$73	$61		$12
202	ASPHALT PAVEMENT REMOVEED	10	0.90	9.0	SQ YD	$15.00	$135	$112		$23
202	EXCAVATION INCLUDING EMBANKMENT CONSTRUCTION	1	0.90	0.9	LUMP	$600.00	$540	$450		$90
448	ASPHALT CONCRETE 6" THICK	2	0.90	1.8	CU YD	$60.00	$108	$90		$18
513	STRUCTURAL STEEL MEMBERS, LEVEL UF	1	0.90	0.9	LUMP	$6,000.00	$5,400	$4,500		$900
608	CONCRETE WALK, VARIABLE 6' TO 8' THICKNESS AS PER PLAN	158	0.90	142.2	SQ FT	$6.00	$853	$711		$142
609	CONCRETE CURB, TYPE P-1, BATTERED, AS PER PLAN	18	0.90	16.2	FEET	$24.00	$389	$324		$65
TOTAL (BASE BID)							$7,644	$6,370	$0	$1,274

ROADWAY - BURNS STREET RAMP (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
203	EXCAVATION WITHOUT EMBANKMENT	170	0.90	153.0	CU YD	$37.00	$5,661	$4,717		$944
204	SUBBASE COMPACTION	520	0.90	468.0	SQ YD	$2.60	$1,217	$1,014		$203
301	ASPHALT CONCRETE BASE	225	0.90	202.5	CU YD	$160.00	$32,400	$27,000		$5,400
304	AGGREGATE BASE	86	0.90	77.4	CU YD	$50.00	$3,870	$3,225		$645
407	TACK COAT	200	0.90	180.0	GAL	$2.50	$450	$375		$75
408	PRIME COAT	35	0.90	31.5	GAL	$3.00	$95	$79		$16
448	ASPHALT CONCRETE INTERMEDIATE COURSE, 1.5" THICK	43	0.90	38.7	CU YD	$190.00	$7,353	$6,127		$1,226
448	ASPHALT CONCRET CURFACE COURSE, 15" THICK	43	0.90	38.7	CU YD	$190.00	$7,353	$6,127		$1,226
608	CURB RAMP TYPE V, AS PER PLAN	1	0.90	0.9	LUMP	$540.00	$486	$405		$81

508	5" CONCRETE WALK	70	0.90	63.0	SQ FT	$5.00	$315	$262		$53
SPEC	CONTROLLED DENSITY FILL, ELASTOCELL FILL TYPE II	2,056	0.90	1850.4	CU YD	$80.00	$148,032	$123,360		$24,672
SPEC	CONTROLLED DENSITY FILL, ELASTOCELL FILL TYPE IV	325	0.90	292.5	CU YD	$85.00	$24,863	$20,719		$4,144
TOTAL (BASE BID)							**$232,094**	**$193,411**	**$0**	**$38,682**

EIGHTH STREET VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UINIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN	1	0.90	0.9	LUMP	$1,507,364.00	$1,356,628	$271,326	$859,197	$226,105
202	PORTIONS OF STRUCTURE REMOVED, AS PER PLAN	13,706	0.90	12335.4	SQ YD	$4.80	$59,210	$11,842	$37,500	$9,868
448	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2 PG64-22	17	0.90	15.3	CU YD	$190.00	$2,907	$581	$1,841	$485
503	COFFERDAMS, CRIBS AND SHEETING	1	0.90	0.9	LUMP	$24,000.00	$21,600	$4,320	$13,680	$3,600
503	UNCLASSIFIED EXCAVATION	93	0.90	83.7	CU YD	$60.00	$5,022	$1,004	$3,181	$837
509	EPOXY COATED REINFORCING STEEL	1,096,171	0.90	986553.9	POUND	$0.96	$947,092	$189,418	$599,825	$157,849
510	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT	5,846	0.90	5261.4	EACH	$14.10	$74,186	$14,837	$46,984	$12,364
511	CLASS S CONCRETE, MISC.: STRUCTURAL DECK AT EXPANSION JOINTS	302	0.90	271.8	CU YD	$600.00	$163,080	$32,616	$103,284	$27,180
511	CLASS C CONCRETE, PIER	1,970	0.90	1773.0	CU YD	$840.00	$1,489,320	$297,864	$943,236	$248,220
511	CLASS S CONCRETE, MISC.: SIDEWALK & EDGE BEAM	1,083	0.10	108.3	CU YD	$600.00	$64,980	$12,996	$41,154	$10,830
511	CLASS S CONCRETE, MISC.: DIAPHRAGMS	149	0.10	14.9	CU YD	$420.00	$6,258	$1,252	$3,963	$1,043
511	CLASS S CONCRETE, MISC.: LIGHT POLE PILASTERS	24	0.10	2.4	CU YD	$420.00	$1,008	$202	$638	$168
511	CLASS C CONCRETE (RETAINING WALL CAP)	74	0.10	7.4	CU YD	$720.00	$5,328	$1,066	$3,374	$888
511	CLASS C CONCRETE, ABUTMENT	65	0.10	7	CU YD	$630.00	$4,095	$819	$2,593	$683
512	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	31,273	0.10	3127.3	SQ YD	$12.60	$39,404	$7,881	$24,956	$6,567
512	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN	1,214	0.10	121.4	SQ YD	$24.00	$2,914	$583	$1,845	$486
512	TREATING OF CONCRETE BRIDGE DECK WITH SRS	23,116	0.10	2311.6	SQ YD	$7.50	$17,337	$3,467	$10,980	$2,890
512	TYPE 2 WATERPROFFING	339	0.10	33.9	SQ YD	$18.60	$631	$126	$399	$105
516	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE)	242	0.90	217.8	EACH	$162.00	$35,284	$7,057	$22,346	$5,881
516	JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN	1	0.90	0.9	LUMP	$1,708,000.00	$1,537,200	$307,440	$973,560	$256,200
516	STRUCTURAL EXP. JT. INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN	910	0.10	91.0	FT	$120.00	$10,920	$2,184	$6,916	$1,820
516	1/2" PREFORMED EXPANSION JOINT FILLER	3,414	0.10	341.4	SQ FT	$3.60	$1,229	$246	$778	$205
516	1" PREFORMED EXPANSION JOINT FILLER	25	0.10	2.5	SQ FT	$6.90	$17	$3	$11	$3
517	RAILING, MISC.: STEEL BARRIER RAILING AT CURB	5,461	0.10	546.1	FT	$150.00	$81,915	$16,383	$51,879	$13,653
517	RAILING, MISC.: 3'-6" MESH PEDESTRIAN RAILING	5,469	0.10	546.9	FT	$156.00	$85,316	$17,063	$54,034	$14,219
517	RAILING (ODOT BR2 STANDARD)	956	0.10	95.6	FT	$144.00	$13,766	$2,753	$8,719	$2,294
518	SCUPPERS, INCLUDING SUPPORTS	60	0.10	6.0	EACH	$1,800.00	$10,800	$2,160	$6,840	$1,800
518	POROUS BACKFILL WITH FILTER FABRIC	71	0.10	7.1	CU YD	$78.00	$554	$111	$351	$92
518	6" PIPE DOWNSPOUT, INCLUDING SPECIALS	1,860	0.10	186.0	FT	$156.00	$29,016	$5,803	$18,377	$4,836
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 28 THRU PIER 30	761	0.37	280.4	SQ FT	$66.00	$18,509	$3,702	$11,722	$3,085
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 31 THRU PIER 37	3,693	0.37	1360.9	SQ FT	$66.00	$89,820	$17,964	$56,886	$14,970
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 39 THRU PIER 64	6,270	0.37	2310.6	SQ FT	$66.00	$152,497	$30,499	$96,582	$25,416
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 27 THRU PIEI	3,794	0.37	1398.1	SQ FT	$96.00	$134,221	$26,844	$85,006	$22,370
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 30 THRU PIEI	2,350	0.37	866.0	SQ FT	$96.00	$83,136	$16,627	$52,653	$13,856
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 38 THRU PIEI	7,931	0.37	2922.7	SQ FT	$96.00	$280,576	$56,115	$177,698	$46,763
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 66 THRU PIER 77	2,640	0.37	972.9	SQ FT	$60.00	$58,372	$11,674	$36,969	$9,729
519	PATCHING CONCRETE STRUCTURE, MISC.: PIER 1 THRU PIER 26	6,600	0.37	2432.2	SQ FT	$60.00	$145,931	$29,186	$92,423	$24,322
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 65 THRU WES	4,113	0.37	1515.7	SQ FT	$84.00	$127,318	$25,464	$80,635	$21,220
519	PATCHING CONC. STR., MISC.: BEAMS, DIAPH. & BRACKETS, PIER 27 THRU EAS	6,300	0.37	2321.6	SQ FT	$84.00	$195,016	$39,003	$123,510	$32,503
519	PATCHING CONC. STR., MISC.: WEST ABUTMENT AND NORTH RETAINING WALL	176	0.37	64.9	SQ FT	$60.00	$3,891	$778	$2,465	$649
519	PATCHING CONC. STR., MISC.: EAST ABUTMENT AND RETAINING WALLS	973	0.37	358.6	SQ FT	$60.00	$21,514	$4,303	$13,625	$3,586

SPEC	CONCRETE REPAIR BY EPOXY INJECTION	1,975	0.10	197.5	FT	$78.00	$15,405	$3,081	$9,756	$2,568
526	REINFORCED CONCRETE APPROACH SLABS (T=13"), AS PER PLAN	269	0.10	26.9	SQ YD	$240.00	$6,456	$1,291	$4,089	$1,076
613	LOW STRENGTH MORTAR BACKFILL, AS PER PLAN	178	0.90	160.2	CU YD	$84.00	$13,457	$2,691	$8,523	$2,243
625	JUNCTION BOX	66	0.10	6.6	EACH	$1,200.00	$7,920	$1,584	$5,016	$1,320
630	SIGN, FLAT SHEET, TYPE G, AS PER PLAN	42	0.10	4.2	SQ FT	$18.00	$76	$15	$48	$13
848	SURFACE PREPARATION USING HYDRODEMOLITION	17,015	0.10	1701.5	SQ YD	$36.00	$61,254	$12,251	$38,794	$10,209
848	HAND CHIPPING	1,750	0.10	175.0	SQ YD	$102.00	$17,850	$3,570	$11,305	$2,975
848	TEST SLAB	1	0.10	0.1	LUMP	$1,200.00	$120	$24	$76	$20
848	FULL-DEPTH REPAIR	200	0.10	20.0	CU YD	$600.00	$12,000	$2,400	$7,600	$2,000
848	WEARING COURSE REMOVED, ASPHALT	17,015	0.10	1701.5	SQ YD	$9.00	$15,314	$3,063	$9,699	$2,552
848	EXISTING CONCRETE OVERLAY REMOVED, 4 INCH NOMINAL THICKNESS	11,546	0.10	1154.6	SQ YD	$10.20	$11,777	$2,355	$7,459	$1,963
848	EXISTING CONCRETE OVERLAY REMOVED, 12.5 INCH NOMINAL THICKNESS	5,469	0.10	546.9	SQ YD	$30.60	$16,735	$3,347	$10,599	$2,789
848	REMOVAL OF DEBONDED OR DETERIORATED EXISTING VARIABLE THICKNESS	1,750	0.10	175.0	SQ YD	$84.00	$14,700	$2,940	$9,310	$2,450
848	OVERLAY, MISC.: CLASS S CONCRETE OVERLAY USING HYDRODEMOLITION, 5	17,015	0.10	1701.5	SQ YD	$60.00	$102,090	$20,418	$64,657	$17,015
848	OVERLAY, MISC.: CLASS S CONCRETE OVERLAY (VARIABLE THICKNESS), MATE	1,162	0.10	116.2	CU YD	$180.00	$20,916	$4,183	$13,247	$3,486
SPEC	RAILROAD COORDINATION	1	0.90	0.9	LUMP	$36,000.00	$32,400	$6,480	$20,520	$5,400
SPEC	VANDAL PROTECTION FENCE, 8' STRAIGHT, COATED FABRIC	2,265	0.10	226.5	FT	$78.00	$17,667	$3,533	$11,189	$2,945
TOTAL (BASE BID)							$7,743,953	$1,548,791	$4,904,504	$1,290,659

EIGHTH STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION		
								20% LOCAL	63% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED	1	0.90	0.9	LUMP	$75,000.00	$67,500	$13,500	$42,750	$11,250
503	UNCLASSIFIED EXCAVATION	1	0.90	0.9	LUMP	$7,400.00	$6,660	$1,332	$4,218	$1,110
509	EPOXY COATED REINFORCING STEEL	117,645	0.90	105880.5	LBS	$1.10	$116,469	$23,294	$73,763	$19,411
510	DOWEL HOLES WITH NONSHRINK NONMETALLIC GROUT	200	0.90	180.0	EACH	$22.50	$4,050	$810	$2,565	$675
511	CLASS S CONCRETE, SUPERSTRUCTURE (DECK)	205	0.90	184.5	CU YD	$800.00	$147,600	$29,520	$93,480	$24,600
511	CLASS S CONCRETE, SUPERSTRUCTURE (SIDEWALKS), AS PER PLAN	55	0.90	49.5	CU YD	$600.00	$29,700	$5,940	$18,810	$4,950
511	CLASS C CNCRETE (SUBSTRUCTURE)	137	0.90	123.3	CU YD	$800.00	$98,640	$19,728	$62,472	$16,440
512	SEALING CONCRETE SURFACES (EPOXY-URETHNE)	525	0.90	472.5	SQ YD	$15.00	$7,088	$1,418	$4,489	$1,181
512	TREATING OF CONCRETE (SRS), AS PER PLAN	1,300	0.90	1170.0	SQ YD	$8.50	$9,945	$1,989	$6,298	$1,658
512	TYPE 2 WATER[RPPFOMG	170	0.90	153.0	Sq. Yd.	$16.50	$2,525	$505	$1,599	$421
513	STRUCTURAL STEEL MEMBERS, LEVEL 3 A709 GRADE 50W	306,735	0.90	276061.5	LSB	$1.60	$441,698	$88,340	$279,742	$73,616
513	WELDED SHEAR STUD CONNECTORS	2,910	0.90	2619.0	EACH	$2.60	$6,809	$1,362	$4,313	$1,135
514	FIELD PAINTING OF NEW STEEL, SYSTEM IZEU	2,640	0.90	2376.0	SQ FT	$15.00	$35,640	$7,128	$22,572	$5,940
516	ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATES 13'X14'X4 1/2"	20	0.90	18.0	EACH	$1,150.00	$20,700	$4,140	$13,110	$3,450
516	STRUCTURAL EXPANSION JOINT INCLUDING STRIP SEAL	257	0.90	231.3	FT	$440.00	$101,772	$20,354	$64,456	$16,962
517	RAILING (ODOT BR2 STANDARD)	91	0.90	81.9	FT	$144.00	$11,794	$2,359	$7,469	$1,966
518	POROUS BACKFILL WITH FILTER FABRIC	56	0.90	50.4	CU YD	$70.00	$3,528	$706	$2,234	$588
518	SCUPPERS INCLUDING SUPPORTS, AS PER PLAN	1	0.90	0.9	LUMP	$400.00	$360	$72	$228	$60
518	6" NON PERFORATED CORRUGATED PIPE, INCLUDING SPECIALS 748.06	75	0.90	67.5	FT	$16.00	$1,080	$216	$684	$180
518	6" PERFORATED CORRUGATED PLASTIC PIPE	158	0.90	142.2	FT	$16.00	$2,275	$455	$1,441	$379
518	PIPE HORIZONTAL CONDUCTOR 8-INCH, AS PER PLAN	85	0.90	76.5	FT	$20.00	$1,530	$306	$969	$255
519	PATCHING CONCRETE STRUCTURES, SUBSTRUCTURE	450	0.90	405.0	SQ FT	$60.00	$24,300	$4,860	$15,390	$4,050
526	APPROACH SLAB	340	0.90	306.0	SQ YD	$195.00	$59,670	$11,934	$37,791	$9,945
SPEC	CSXT RAILROAD COORDINATION EIGHTH STRET BRDIGE	1	0.90	0.9	LUMP	$40,000.00	$36,000	$7,200	$22,800	$6,000
TOTAL (BASE BID)							$1,237,332	$247,466	$783,644	$206,222

BURNS STREET RAMP BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
202	PORTIONS OF STRUCTURE REMOVED	1	0.90	0.9	LUMP	$90,000.00	$81,000	$67,500		$13,500
503	UNCLASSIFIED EXCAVATION	1	0.90	0.9	LUMP	$5,500.00	$4,950	$4,125		$825
509	EPOXY COATED REINFORCING STEEL	30,700	0.90	27630.0	LBS	$1.10	$30,393	$25,327		$5,066
510	DOWEL HOLES WITH NON-SHRINK, NON-METALLIC GROUT	263	0.90	236.7	EACH	$22.50	$5,326	$4,438		$888
511	CONCRETE CLASS S, RETAINING WALL	163	0.90	146.7	CU YD	$800.00	$117,360	$97,800		$19,560
511	CLASS S CONCRETE, SUPERSTRUCTURE	117	0.90	105.3	CY YD	$800.00	$84,240	$70,200		$14,040
511	CLASS C CONCRETE, SUBSTRUCTURE	45	0.90	40.5	CU YD	$590.00	$23,895	$19,912		$3,983
511	CLASS C CONCRETE, WALKS	68	0.90	61.2	CU YD	$525.00	$32,130	$26,775		$5,355
512	TYPE 2 WATERPROOFING	48	0.90	43.2	SQ YD	$16.50	$713	$594		$119
512	SEALING CONCRETE SURFACES (EPOXY)	377	0.90	339.3	SQ YD	$15.00	$5,090	$4,241		$848
512	TREATING OF CONCRETE SURFACES (SRS)	717	0.90	645.3	SQ YD	$8.50	$5,485	$4,571		$914
513	WELDING SHEAR STUD CONNECTORS	990	0.90	891.0	EACH	$2.60	$2,317	$1,930		$386
513	STRUCTURAL STEEL MEMBERS, LEVEL 3, A709 Grade 50W	170,000	0.90	153000.0	LBS	$1.60	$244,800	$204,000		$40,800
514	FIELD PAINTING OF NEW STRUCTURAL STEEL (IZEU)	1,950	0.90	1755.0	SQ FT	$15.00	$26,325	$21,937		$4,388
516	ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATES 9"X12	22	0.90	19.8	EACH	$1,150.00	$22,770	$18,975		$3,795
516	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEALS	72	0.90	64.8	FT	$441.00	$28,577	$23,814		$4,763
517	RAILING (ODOT BR2 STANDARD)	273	0.90	245.7	FT	$144.00	$35,381	$29,484		$5,897
517	PEDESTRIAN RAILING	67	0.90	60.3	FT	$150.00	$9,045	$7,537		$1,508
518	POROUS BACKFILL WITH FILTER FABRIC	8	0.90	7.2	CU YD	$70.00	$504	$420		$84
518	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	6	0.90	5.4	FT	$16.00	$86	$72		$14
518	6" PERFORATED CORRUGATED PLASTIC PIPE	34	0.90	30.6	FT	$11.00	$337	$280		$56
519	PATCHING CONCRETE STRUCTURES, SUBSTRUCTURE	600	0.90	540.0	SQ FT	$60.00	$32,400	$27,000		$5,400
526	APPROACH SLABS	150	0.90	135.0	SQ YD	$195.00	$26,325	$21,937		$4,388
Spec.	CSXT RAILROAD COORDINATION, BURNS STREET RAMP BRIDGE	1	0.90	0.9	LUMP	$40,000.00	$36,000	$30,000		$6,000
TOTAL (BASE BID)							**$855,447**	**$712,873**	**$0**	**$142,575**

LIGHTING - EIGHTH STREET ROADWAY & EIGHTH STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED)	26	0.10	2.6	EACH	$75.00	$195	$39	$123	$33
625	CONNECTOR KIT, TYPE VI (INLINE FUSED)	6	0.10	0.6	EACH	$75.00	$45	$9	$28	$8
625	CABLE SPLICING KIT	14	0.10	1.4	EACH	$70.00	$98	$20	$62	$16
625	LIGHT POLE CONVENTIONAL, A8B30	7	0.10	0.7	EACH	$3,300.00	$2,310	$462	$1,463	$385
625	LIGHT POLE CONVENTIONAL, AS PER PLAN	2	0.10	0.2	EACH	$3,700.00	$740	$148	$469	$123
625	LIGHT POLE MISCELLANEOUS,C	6	0.10	0.6	EACH	$1,100.00	$660	$132	$418	$110
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	2,850	0.10	285.0	FEET	$1.60	$456	$91	$289	$76
625	NO. 10 AWG POLE AND BRACKET CABLE	1390	0.10	139.0	FEET	$1.00	$139	$28	$88	$23
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	3050	0.10	305.0	FEET	$9.00	$2,745	$549	$1,738	$458
625	LUMINAIRE, CONVENTIONAL, 250 WATT HPS	9	0.10	0.9	EACH	$260.00	$234	$47	$148	$39
625	LUMINAIRE, CONVENTIONAL, 150 WATT HPS	2	0.10	0.2	EACH	$250.00	$50	$10	$32	$8
625	LUMINAIRE, MISCELLANEOUS, W	6	0.10	0.6	EACH	$350.00	$210	$42	$133	$35
625	TRENCH, 30", IN PAVED AREAS	80	0.10	8.0	FEET	$28.00	$224	$45	$142	$37
TOTAL (BASE BID)							**$8,106**	**$1,621**	**$5,134**	**$1,351**

LIGHTING - OLD EIGHTH STREET UNDER VIADUCT, BURNS STREET RAMP AND BURNS STREET BRIDGE (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 83% LOCAL	0% FEDERAL	17% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED)	28	0.10	2.8	EACH	$75.00	$210	$175		$35
625	CONNECTOR KIT, TYPE VI (INLINE FUSED)	2	0.10	0.2	EACH	$75.00	$15	$12		$3
625	CABLE SPLICING KIT	9	0.10	0.9	EACH	$70.00	$63	$52		$11
625	LIGHT POLE CONVENTIONAL, A8B25	3	0.10	0.3	EACH	$3,000.00	$900	$750		$150
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	1,038	0.10	103.8	FEET	$1.60	$166	$138		$28
625	NO. 10 AWG POLE AND BRACKET CABLE	3255	0.10	325.5	FEET	$1.00	$326	$271		$54
625	CONDUIT, 1", 725.04, ATTACHED TO STRUCTURE	900	0.10	90.0	FEET	$6.00	$540	$450		$90
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	331	0.10	33.1	FEET	$9.00	$298	$248		$50
625	LUMINAIRE, CONVENTIONAL, 150 WATT HPS	3	0.10	0.3	EACH	$250.00	$75	$62		$13
625	LUMINAIRE, UNDERPASS (U), AS PER PLAN	12	0.10	1.2	EACH	$425.00	$510	$425		$85
625	TRENCH, 30", IN PAVED AREAS	60	0.10	6.0	FEET	$28.00	$168	$140		$28
625	TEMPORARY LIGHTING, OLD EIGHTH STREET	1	0.10	0.1	LUMP	$5,000.00	$500	$417		$83
TOTAL (BASE BID)							$3,770	$3,142	$0	$628

LIGHTING - EIGHTH STREET VIADUCT (BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 20% LOCAL	63% FEDERAL	17% OPWC
202	REMOVAL OF EXISTING LIGHTING SYSTEM	1	0.10	0.1	LUMP	$25,000.00	$2,500	$500	$1,583	$417
625	CONNECTOR KIT, TYPE II (Y-FUSED)	100	0.10	10.0	EACH	$75.00	$750	$150	$475	$125
625	CABLE SPLICING KIT	49	0.10	4.9	EACH	$70.00	$343	$69	$217	$57
625	LIGHT POLE CONVENTIONAL, A8B30	42	0.10	4.2	EACH	$3,300.00	$13,860	$2,772	$8,778	$2,310
625	LIGHT POLE CONVENTIONAL, AS PER PLAN	4	0.10	0.4	EACH	$3,700.00	$1,480	$296	$937	$247
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE	17,175	0.10	1717.5	FEET	$1.60	$2,748	$550	$1,740	$458
625	NO. 10 AWG POLE AND BRACKET CABLE	5,360	0.10	536.0	FEET	$1.00	$536	$107	$339	$89
625	CONDUIT, 2", 725.04, IN STRUCTURE OR SIDEWALK	10,960	0.10	1096.0	FEET	$9.00	$9,864	$1,973	$6,247	$1,644
625	LUMINAIRE, CONVENTIONAL, 250 WATT HPS	46	0.10	4.6	EACH	$260.00	$1,196	$239	$757	$199
625	STRUCTURE GROUNDING SYSTEM	1	0.10	0.1	EACH	$4,000.00	$400	$80	$253	$67
625	POWER SERVICE COMPLETED , AS PER PLAN	4	0.10	0.4	EACH	$3,000.00	$1,200	$240	$760	$200
625	HIGH VOLTAGE TEST	1	0.10	0.1	LUMP	$1,000.00	$100	$20	$63	$17
625	MAINTAINING EXISTING PARKING AREA LIGHTING	1	0.10	0.1	LUMP	$2,000.00	$200	$40	$127	$33
625	RE-USE EXISTING AREA PARKING FLOOD LIGHTS	1	0.10	0.1	LUMP	$3,000.00	$300	$60	$190	$50
TOTAL (BASE BID)							$35,477	$7,095	$22,469	$5,913

PHASE 1 - BASE BID TOTAL

ITEM	DESCRIPTION	TOTAL COST	FUNDING PARTICIPATION 27.08% LOCAL	56.26% FEDERAL	16.67% OPWC
PHASE 1 TOTAL (BASE BID)		$10,909,089	$2,953,954	$6,136,957	$1,818,182
10% CONTINGENCY		$1,090,909	$295,395	$613,696	$181,818
PHASE 1 TOTAL (BASE BID + 10% CONTINGENCY)		$11,999,997	$3,249,349	$6,750,652	$2,000,000

PHASE 1 - ENHANCEMENTS

EIGHTH STREET VIADUCT (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, MISC.: 3'-6" MESH PEDESTRIAN RAILING (ADDITIONAL COST ONLY SHO	3,204	0.10	320.4	FT	$0.00	$0	$0		
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COST ONLY SHOWN)	956	0.10	95.6	FT	$126.00	$12,046	$12,046		
SPEC	RAILING, MISC.: MESH 8'-3" MESH VANDAL PROT. FENCING (ADDITIONAL COST	2,265	0.10	226.5	FT	$0.00	$0	$0		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$12,046	$12,046	$0	$0

EIGHTH STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COSTS ONLY SHOWN)	91	0.90	81.9	FT	$126.00	$10,319	$10,319		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$10,319	$10,319	$0	$0

BURNS STREET RAMP BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
517	RAILING, CITY CONCRETE STANDARD (ADDITIONAL COSTS ONLY SHOWN)	273	0.90	245.7	FT	$126.00	$30,958	$30,958		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$30,958	$30,958	$0	$0

LIGHTING - EIGHTH STREET ROADWAY & EIGHTH STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	LIGHT POLE DECORATIVE(A1), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	7	0.10	0.7	EACH	$1,000.00	$700	$700		
625	LIGHT POLE DECORATIVE (A3), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWI	1	0.10	0.1	EACH	$700.00	$70	$70		
625	LIGHT POLE DECORATIVE (A4), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWI	1	0.10	0.1	EACH	$900.00	$90	$90		
625	LUMINAIRE, DECORATIVE (D1), AS PER PLAN (250 WATT HPS) (ADDITIONAL COS	9	0.10	0.9	EACH	$360.00	$324	$324		
625	LUMINAIRE, DECORATIVE (D1), AS PER PLAN (150 WATT HPS) (ADDITIONAL COS	2	0.10	0.2	EACH	$360.00	$72	$72		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$1,256	$1,256	$0	$0

LIGHTING - OLD EIGHTH STREET UNDER VIADUCT, BURNS STREET RAMP AND BURNS STREET BRIDGE (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

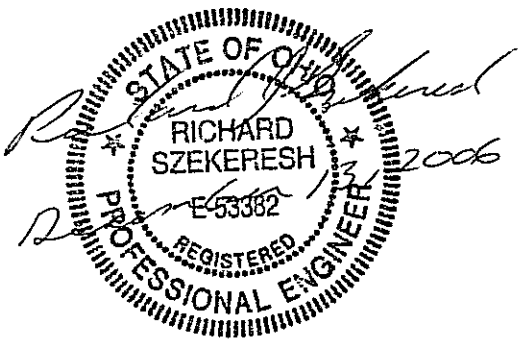
ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	LIGHT POLE DECORATIVE(A5), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	3	0.10	0.3	EACH	$1,200.00	$360	$360		
625	LUMINAIRE, DECORATIVE (D1), AS PER PLAN (150 WATT HPS) (ADDITIONAL COS	3	0.10	0.3	EACH	$360.00	$108	$108		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$468	$468	$0	$0

LIGHTING - EIGHTH STREET VIADUCT (ENHANCEMENT ADDITIONAL COSTS ABOVE BASE BID)

ITEM	DESCRIPTION	PROJECT QUANTITY	ESTM. PHASE %	PHASE QUANTITY	UNITS	UNIT COST	TOTAL COST	FUNDING PARTICIPATION 100% LOCAL	0% FEDERAL	0% OPWC
625	CONNECTOR KIT, TYPE II (Y-FUSED) (ADDITIONAL COSTS ONLY SHOWN)	16	0.10	1.6	EACH	$75.00	$120	$120		
625	CABLE SPLICING KIT (ADDITIONAL COSTS ONLY SHOWN)	8	0.10	0.8	EACH	$70.00	$56	$56		
625	LIGHT POLE DECORATIVE(A1), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN	40	0.10	4.0	EACH	$1,000.00	$4,000	$4,000		
625	LIGHT POLE, CONVENTIONAL, A8B30 (ADDITIONAL COSTS ONLY SHOWN)	-2	0.10	-0.2	EACH	$3,300.00	-$660	-$660		
625	LIGHT POLE DECORATIVE (A2), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWI	4	0.10	0.4	EACH	$800.00	$320	$320		
625	LIGHT POLE MISCELLANEOUS (B) (ADDITIONAL COSTS ONLY SHOWN)	10	0.10	1.0	EACH	$2,400.00	$2,400	$2,400		
625	NO. 4 AWG 600 VOLT DISTRIBUTION CABLE (ADDITIONAL COSTS ONLY SHOWN)	120	0.10	12.0	FEET	$1.60	$19	$19		
625	NO. 10 AWG POLE AND BRACKET CABLE (ADDITIONAL COSTS ONLY SHOWN)	-160	0.10	-16.0	FEET	$1.00	-$16	-$16		
625	LUMINAIRE. POST TOP (P), AS PER PLAN (ADDITIONAL COSTS ONLY SHOWN)	10	0.10	1.0	EACH	$690.00	$690	$690		
625	LUMINAIRE. DECORATIVE (D1), AS PER PLAN (250 WATT HPS) (ADDITIONAL COS	44	0.10	4.4	EACH	$360.00	$1,584	$1,584		
625	LUMINAIRE. CONVENTIONAL,250 WATT HPS (ADDITIONAL COSTS ONLY SHOWN	-2	0.10	-0.2	EACH	$260.00	-$52	-$52		
TOTAL (ENHANCEMENT ADDITIONAL COSTS)							$8,461	$8,461	$0	$0

PHASE 1 - ENHANCEMENTS TOTAL

ITEM	DESCRIPTION						TOTAL COST	FUNDING PARTICIPATION 100.00% LOCAL	0.00% FEDERAL	0.00% OPWC
PHASE 1 TOTAL (ENHANCEMENTS)							$63,508	$63,511	$0	$0
10% CONTINGENCY							$6,351	$6,351	$0	$0
PHASE 1 TOTAL (ENHANCEMENTS +10% CONTINGENCY)							$69,859	$69,862	$0	$0



City of Cincinnati

Department of Finance

Suite 250, City Hall
801 Plum Street
Cincinnati, Ohio 45202
Phone (513) 352-3731
Fax (513) 352-2370

Joe Gray
Director

September 8, 2006

W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, Ohio 43215-4213

Re: **Status of Funds for Local Share**
Round 21 SCIP/LTIP Project Grants

Dear Mr. Bicking:

The local matching shares for the following Round 21 SCIP/LTIP Projects are recommended by the City Manager for funding in the City's Capital Improvement Program:

STREET IMPROVEMENT PROJECTS (2)

Vine Street – Nixon Street to Erkenbrecher Avenue
Widen Vine Street between Nixon Street and Erkenbrecher Avenue to improve traffic safety, capacity, and to provide bicycle travel lanes. Improvements are also included for the Vine Street/Erkenbrecher Avenue intersection.

HAM-US 27-6.49 (Colerain Avenue/West Fork Road/Virginia Avenue Intersection Improvement)
Upgrade the intersection of Colerain Avenue, West Fork Road, and Virginia Avenue to improve safety and capacity. Also realign the intersection of Chase Avenue and Virginia Avenue to improve safety and capacity.

BRIDGE REPLACEMENT PROJECT

Center Hill Avenue Bridge over the Mill Creek
Replace the deteriorated bridge over the Mill Creek with a modern structure meeting current standards.

BRIDGE RECONSTRUCTION PROJECT

Eighth Street Viaduct
Reconstruct portions of this deteriorated viaduct structure and replace two separate bridges at the west end of the Viaduct over the B&O railroad tracks. Reconstruct intersection with Burns Street.

STREET IMPROVEMENT / BRIDGE REPLACEMENT PROJECT

Spring Grove Avenue / Clifton Avenue Bridge Improvements
Replace existing Clifton Avenue Bridge over the Mill Creek with a new wider structure. Widen Clifton Avenue to permit a southbound left turn lane onto Kenard Avenue. Realign curbs and reconstruct signals on Spring Grove Avenue between Winton Road and Clifton Avenue to provide a safer, less confusing corridor.

The City Manager is committed to including the local funding needed to complete the project financing in the City's Capital Improvement Program. Sources of local funding for the City's Capital Improvement Program include dedicated revenue from the City's Earnings Tax, Southern Railway Lease proceeds, Bond proceeds, and Municipal Road funds. Additional funding has been committed by the Ohio Department of Transportation.

If you have any questions or need additional information regarding project financing, please contact me at (513) 352-6275.

Sincerely,

Joe Gray, Acting Director
Department of Finance

cc: Scott Stiles, Assistant City Manager
Joe Gray, Acting Director, Finance
Eileen Enabnit, Director, Transportation and Engineering
Steve Bailey, Acting Director, Public Services
Lea Carroll, Manager, Budget and Evaluation
Michael Moore, Transportation and Engineering
Martha Kelly, Transportation and Engineering
Don Rosemeyer, Transportation and Engineering

COUNCIL OF THE CITY OF CINCINNATI

STATE OF OHIO

OFFICE OF THE CLERK OF COUNCIL

I HEREBY CERTIFY that the foregoing transcript is correctly copied from the books, papers and journals of the City of Cincinnati, State of Ohio, kept under authority and by the direction of the Council thereof.

ORDINANCE 0300-2006 passed by the Council of the City of Cincinnati at their session on October 25, 2006 entitled:

ORDINANCE (EMERGENCY) submitted by Milton Dohoney, Jr., City Manager, on 10/18/2006, authorizing the City Manager to apply for and accept bridge replacement, bridge reconstruction, and street improvement funding grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in the approximate amount of $14,640,000.00 and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

IN TESTIMONY WHEREOF I have

hereunto set my name and affixed

the seal of the Clerk of Council

Office this 2nd day of

November in the year Two Thousand and Six

Robert A. Neely, II
Deputy Clerk

EMERGENCY

City of Cincinnati

DWJ/AM/RDH

An Ordinance No. 300 - 2006

AUTHORIZING the City Manager to apply for and accept bridge replacement, bridge reconstruction, and street improvement funding grants, and water supply facility improvement loans and loan assistance from the State of Ohio Public Works Commission, in the approximate amount of $14,640,000.00, and to execute any agreements necessary for the receipt and administration of said grants, loans, and loan assistance.

WHEREAS, the State Capital Improvement Program, the Local Transportation Improvement Program, and the State Revolving Loan Program provide for infrastructure funding; and

WHEREAS, the District 2 Integrating Committee is accepting applications for projects within Hamilton County, State of Ohio; and

WHEREAS, the City of Cincinnati has the required $5,620,400.00 in matching City funds for Program Year 2007, for two (2) street improvement projects, namely Vine Street from Nixon Street to Erkenbrecher Avenue, and the Colerain/West Fork/Virginia Intersection Improvement (HAM-27-6.49); one (1) street improvement/bridge replacement project, namely Spring Grove Avenue/Clifton Avenue Bridge Improvement; one (1) bridge replacement project, namely Center Hill Avenue Bridge over Millcreek; one (1) bridge reconstruction project, namely Eighth Street Viaduct; one (1) water main rehabilitation project, namely Gest Street Clean and Line Water Main project; and one (1) loan assistance application for the Countywide Water Main Replacement Project – Phase V; and now, therefore,

BE IT ORDAINED by the Council of the City of Cincinnati, State of Ohio:

Section 1. That the City Manager is hereby authorized to execute and file applications, on behalf of the City of Cincinnati, with the Ohio Public Works Commission through the Hamilton County District 2 Integrating Committee, for grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance in the approximate amount of $14,640,000.00 for funding two (2) street improvement projects, namely Vine Street from Nixon Street to Erkenbrecher Avenue, and the Colerain/West Fork/Virginia Intersection Improvement (HAM-27-6.49); one (1) street improvement/bridge replacement

project, namely Spring Grove Avenue/Clifton Avenue Bridge Improvement; one (1) bridge replacement project, namely Center Hill Avenue Bridge over Millcreek; one (1) bridge reconstruction project, namely Eighth Street Viaduct; one (1) water main rehabilitation project, namely Gest Street Clean and Line Water Main project; and one (1) loan assistance application for the Countywide Water Main Replacement Project – Phase V.

Section 2. That the City Manager is hereby authorized to accept such grants, loan assistance, and loans at an interest rate acceptable to the City of Cincinnati Director of Finance, if awarded by the Ohio Public Works Commission.

Section 3. That the City Manager is hereby authorized to execute such agreements and other documents as may required by the State for receipt and administration of the above grants, loan assistance, and loans.

Section 4. That, if the Ohio Public Works Commission approves the credit enhancements and loans, the Director of Finance is hereby directed to deposit said funds in the appropriate account. The Director of Finance is further authorized to disburse said funds upon receipt of the proper vouchers.

Section 5. That this ordinance shall be an emergency measure necessary for the preservation of the public peace, health, safety and general welfare and shall, subject to the terms of Article II, Section 6 of the Charter, be effective immediately. The reason for the emergency is the immediate need to ensure acceptance of the grant applications and to ensure proper funding mechanisms are in place at the earliest possible time.

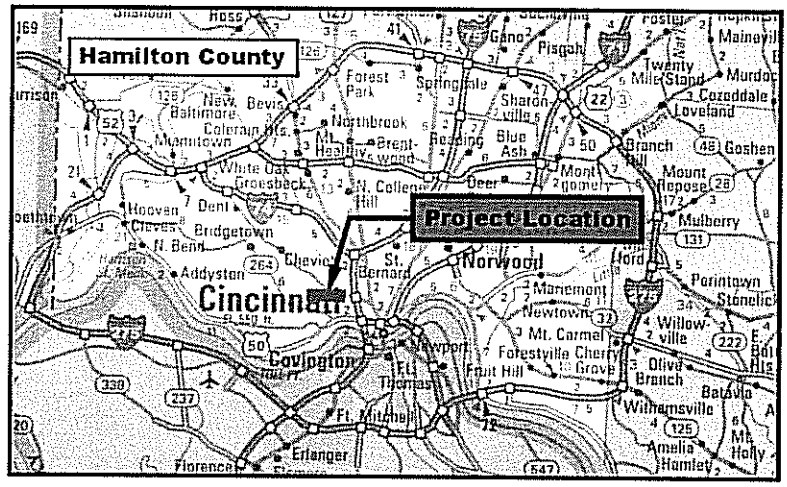
Passed: October 25, 2006

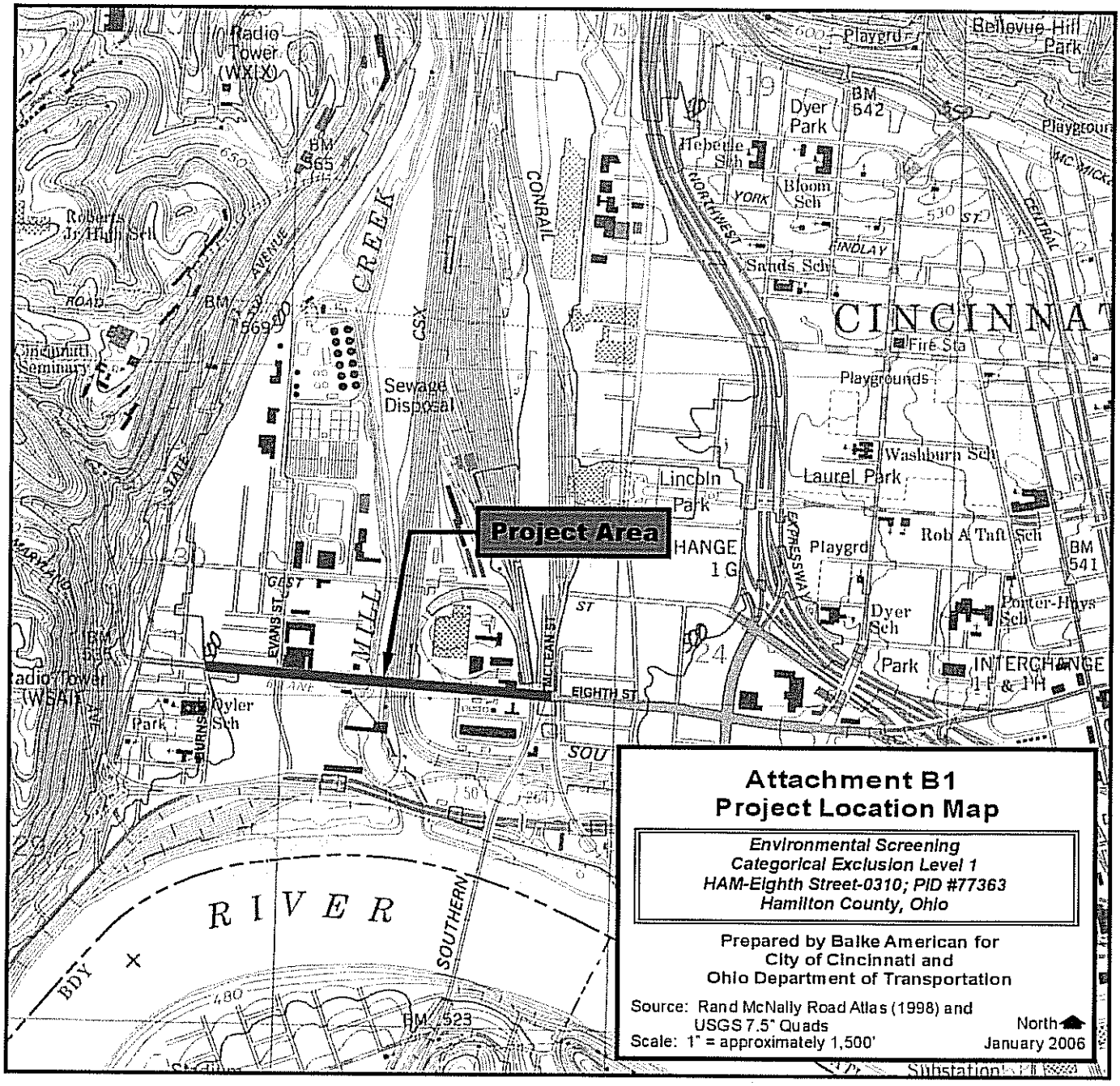
Mayor

Attest: Clerk

I HEREBY CERTIFY THAT ORDINANCE NO. 300-06
WAS PUBLISHED IN THE CITY BULLETIN
IN ACCORDANCE WITH THE CHARTER ON 11-7-06

Clerk of Council





Attachment B1
Project Location Map

Environmental Screening
Categorical Exclusion Level 1
HAM-Eighth Street-0310; PID #77363
Hamilton County, Ohio

Prepared by Balke American for
City of Cincinnati and
Ohio Department of Transportation

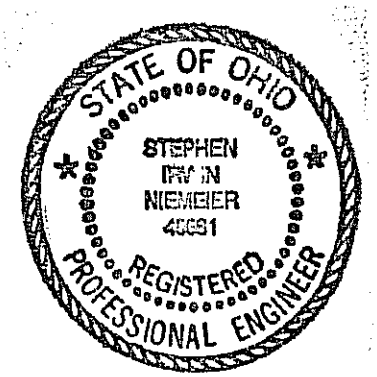
Source: Rand McNally Road Atlas (1998) and USGS 7.5' Quads
Scale: 1" = approximately 1,500'

North
January 2006

CERTIFICATION OF TRAFFIC COUNT

As required by the District 2 Integrating Committee, I hereby certify that the traffic counts herein attached to the **Eighth Street Viaduct Reconstruction** project application are a true and accurate count done by the City of Cincinnati's Traffic Engineering Division.

Stephen I. Niemeier, P.E.
Principal Traffic Engineer



2005 TRAFFIC COUNTS-CITY OF CINCINNATI

DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street : 8TH
Corss St. : E OF BURNS
Int./Box : TW / 7

Site Code: 05-0024
Date Start: 18-May-05

Start Time	18-May-05 Wed	FR W Morning	FR W Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		17	89		
12:15		12	102		
12:30		11	102		
12:45		13	134	53	427
01:00		15	94		
01:15		8	91		
01:30		5	110		
01:45		14	117	42	412
02:00		12	92		
02:15		6	92		
02:30		3	114		
02:45		9	105	30	403
03:00		13	119		
03:15		8	108		
03:30		12	96		
03:45		8	98	41	421
04:00		17	106		
04:15		16	92		
04:30		15	106		
04:45		14	107	62	411
05:00		20	101		
05:15		39	91		
05:30		53	81		
05:45		55	66	167	339
06:00		75	76		
06:15		99	74		
06:30		152	61		
06:45		166	41	492	252
07:00		195	51		
07:15		250	52		
07:30		257	43		
07:45		258	46	960	194
08:00		243	44		
08:15		185	63		
08:30		174	41		
08:45		132	39	734	187
09:00		103	38		
09:15		114	64		
09:30		101	28		
09:45		122	34	440	164
10:00		100	39		
10:15		103	41		
10:30		90	28		
10:45		85	18	378	126
11:00		95	30		
11:15		94	22		
11:30		104	17		
11:45		102	19	395	88
Total		3794	3424		
Percent		52.6%	47.4%		
AM Peak		07:15			
Vol.		1008			
P.H.F.		0.977			
PM Peak			02:30		
Vol.			446		
P.H.F.			0.832		
Total		3794	3424		
Percent		52.6%	47.4%		
ADT		ADT 7,218		AADT 7,218	

2005 TRAFFIC COUNTS-CITY OF CINCINNATI

DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street :8TH
Corss St. :W OF McLEAN
Int./Box :TW/2

Site Code: 05-0025
Date Start: 18-May-05

Start Time	18-May-05 Wed	Morning (FRE)	Afternoon	Hour Totals Morning	Hour Totals Afternoon
12:00		22	102		
12:15		17	98		
12:30		21	87		
12:45		17	98	77	385
01:00		22	115		
01:15		9	91		
01:30		19	113		
01:45		14	124	64	443
02:00		19	125		
02:15		13	99		
02:30		16	108		
02:45		8	148	56	480
03:00		8	119		
03:15		15	152		
03:30		11	159		
03:45		5	151	39	581
04:00		13	217		
04:15		3	196		
04:30		8	212		
04:45		8	192	32	817
05:00		14	260		
05:15		12	233		
05:30		18	204		
05:45		21	125	65	822
06:00		22	135		
06:15		32	99		
06:30		33	88		
06:45		63	74	150	396
07:00		72	60		
07:15		56	65		
07:30		63	56		
07:45		73	54	264	235
08:00		64	46		
08:15		62	48		
08:30		68	64		
08:45		73	66	267	224
09:00		92	61		
09:15		54	54		
09:30		65	55		
09:45		89	53	300	223
10:00		79	55		
10:15		79	38		
10:30		101	30		
10:45		86	36	345	159
11:00		100	42		
11:15		85	29		
11:30		97	24		
11:45		98	24	380	119
Total		2039	4884		
Percent		29.5%	70.5%		
AM Peak		11:00			
Vol.		380			
P.H.F.		0.941			
PM Peak			04:30		
Vol.			897		
P.H.F.			0.863		
Total		2039	4884		
Percent		29.5%	70.5%		
ADT		ADT 6,923		AADT 6,923	

2005 TRAFFIC COUNTS-CITY OF CINCINNATI

DEP. OF TRANS. & ENGINEERING
DIV. OF TRAFFIC ENGINEERING

Street : BURNS ST RAMP
Cross St. : E OF BURNS ST(bi-dir...)
Int./Box# : JK / 2

Site Code: 05-0051
Date Start: 25-Aug-05

Start Time	25-Aug-05 Thu	FR W & E (bi-dir) Morning	Afternoon	Hour Totals Morning	Afternoon
12:00		0	16		
12:15		0	20		
12:30		4	7		
12:45		1	6	5	49
01:00		0	11		
01:15		0	25		
01:30		0	9		
01:45		2	9	2	54
02:00		0	7		
02:15		0	20		
02:30		0	9		
02:45		0	2	0	38
03:00		1	3		
03:15		2	5		
03:30		0	12		
03:45		1	14	4	34
04:00		2	9		
04:15		3	5		
04:30		0	2		
04:45		2	1	7	17
05:00		2	8		
05:15		2	13		
05:30		2	12		
05:45		2	2	8	35
06:00		3	9		
06:15		0	5		
06:30		3	0		
06:45		14	4	20	18
07:00		10	5		
07:15		12	4		
07:30		4	2		
07:45		13	4	39	15
08:00		14	2		
08:15		14	0		
08:30		11	0		
08:45		6	3	45	5
09:00		5	0		
09:15		9	0		
09:30		11	0		
09:45		12	2	37	2
10:00		8	0		
10:15		7	4		
10:30		8	0		
10:45		6	0	29	4
11:00		13	0		
11:15		8	0		
11:30		13	0		
11:45		14	0	48	0
Total		244	271		
Percent		47.4%	52.6%		
AM Peak		07:45			
Vol.		52			
P.H.F.		0.929			
PM Peak			01:00		
Vol.			54		
P.H.F.			0.540		
Total		244	271		
Percent		47.4%	52.6%		
ADT		ADT 515		AADT 515	

Sidewalk

Span..... 3.38 ft.
Thickness. 7.00 in. (min.)

Concentrated load..... 20.80 kips
plus impact
Uniform load..... 85.00 psf

Dead Load Moment.... 0.12 ft.-k.
Max. Live Load Mom... 3.49 ft.-k.

From concrete beam analysis, required rebar is #7 @ 12".

Shear capacity is considered satisfactory since moments are in accordance with AASHTO 3.24.3

Support Beam

Span..... 6.00 ft.
Width..... 12.00 in.
Height..... 10.00 in.

Wt. / ft. of railing
ODOT..... 325.00 plf

Dead Load Moment.... 2.47 ft.-k.
Live Load Moment..... 17.56 ft.-k.
(for wheel load)

From concrete beam analysis, required rebar is 2 - #6 bars, top and bottom, treating beam and walk as total beam depth. This is more steel than in original beam.

Dead Load Shear..... 2.47 k
Live Load Shear..... 14.64 k

Requires stirrups at 6" c/c.

Existing Cantilever Beam

Span..... 6.25 ft.
Width..... 10.00 in.
Height..... 39.00 in.

Dead Load Reaction from support beam..... 4.73 k
Live Load Reaction from support beam..... 14.64 k

Dead Load Moment..... 35.12 ft.-k.
Live Load Moment..... 84.16 ft.-k.

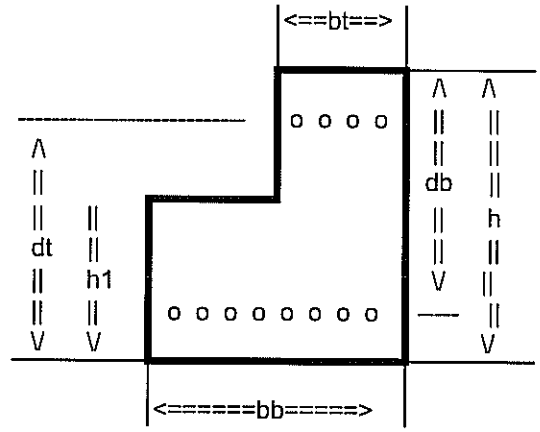
The existing reinforcing in the cantilevered beams will not support this loading.

BALKE AMERICAN

PROJECT Eighth Street Viaduct PROJ. NO. 6030805
SUBJECT Cantilever Beam Reinforcing Check
COMP BY ms DATE 9/7/2006 CHKD. BY _____ DATE _____

Properties:

f'c =	4.00	ksi
fy =	33.00	ksi
Beam Width:		
bt =	10.00	in.
bb =	10.00	in.
Beam Depth:		
h =	39.00	in.
h1 =	0.00	in.
Concrete Cover:		
Top =	2.0	in.
Bott =	2.0	in.
Exposure factor =	130.00	kip/inch



dt = 36.06 in.
db = 36.13 in.

NEGATIVE MOMENT REGION

	Service			Ultimate
Md =	35.00 ft.-k	x 1.3	=	45.50 ft.-k
Ml =	84.00 ft.-k x 1.3		=	109.20 ft.-k
Mw =	119 ft.-k	Mu	=	154.70 ft.-k

Mu>1.2Mcr, therefore, required As = 1.78 sq. in.

Reinforcing Options	
6	# 5 bars
5	# 6 bars
3	# 7 bars
3	# 8 bars
2	# 9 bars
2	#10 bars
2	#11 bars

Rebar Selection

# of bars	2	For cracking, fs	=	35.43 > 19.80, NG
bar size	7	phi Mn	=	105.38 < 155, NG
Calc'd As	1.20 sq. in.	p	=	0.00333 < .75pBal, OK

POSITIVE MOMENT REGION

	Service			Ultimate
Md =		ft.-k	x 1.3 =	0.00 ft.-k
Ml =		ft.-k x 1.3x 1.67	=	0.00 ft.-k
Mw =	0 ft.-k	Mu	=	0.00 ft.-k

4/3Mu<1.2Mcr, therefore, required As = 0.00 sq. in.

Reinforcing Options	
0	# 5 bars
0	# 6 bars
0	# 7 bars
0	# 8 bars
0	# 9 bars
0	#10 bars
0	#11 bars

Rebar Selection

# of bars	2	For cracking, fs	=	0.00 < 19.80, OK
bar size	6	phi Mn	=	77.75 > 0, OK
Calc'd As	0.88	p	=	0.00244 < .75pBal, OK

City of Cincinnati
Service Request

Date: 10/02/2002 Time: 9:06 SERVICE# 27571

SERVICE REQUESTED FROM:

Name: BOHN, MR Telephone: (000) 251-8333
Address: Work Phone:
City: QUEENSGATE OH Received By: J RUCH
Zip Code:

Service Requested: 8 DAMAGED/MISSING PROPERTY
Division Advised: 4 ENGINEERING
REFERRED TO ENGINEERING - PAUL CONWAY

[redacted]

REQUEST:

CUSTOMER STATED THAT A LARGE PIECE OF CONCRETE FROM 8 ST. VIADUCT HAS FALLEN ON A CAR UNDER THE 8TH ST. VIADUCT. THE CUSTOMER STATED THAT A LOT OF CONCRETE IS LOOSE AND WILL FALL. PLEASE SECURE THE AREA

Road Name: 8TH STR. VIADUCT (739) House #: 1922
Between: EVANS ST And SPINNEY FIELD

RESPONSE:

STATED THAT HE WOULD TURN IT OVER TO BRIDGE INSPECTION.

Met Mr. Bohn on site, verified damage to vehicle, TRO blocked curb lane, will chip ~~[illegible]~~ loose next week. Remainder that is

Serviced by: Bill Shifl Date Completed: 11

Field Location if Not at Intersection:
Miles Feet of 8TH STR. VIADUCT (739) Road

Dispatch
Time: 9:09 Date: 10/02/02 Crew: ENG-3463-CALLED

Correspondence Referral Sheet

City of Cincinnati
Department of Transportation and Engineering
Division of Engineering

Valerie Lemmie, City Manager
John F. Deatrick PE AICP, Director
Prem K. Garg PE, City Engineer

Date: 04/24/2002

To: Kimberly S. Conn P.E., Structures and Geotechnical Engineering Section

From: Diane H. Wilkerson, Administration

Re: **Piece of concrete falling from viaduct (C02-03364)**

The attached correspondence, dated April 22, 2002, has been referred to your office to prepare a response. This correspondence has been assigned the Division of Engineering Log #C02-03364.

According to our Log, this correspondence is from:

Mike Harvey
921-1546 251 7099
Cincinnati, Ohio

regarding Piece of concrete falling from viaduct.

Please prepare a response and return it, with this Correspondence Referral Sheet, to the Administration Office by noon, on Friday, April 26, 2002. ~~The response should be dated for Friday, April 26, 2002.~~

If you should have any questions, please call me on 352-6231. Your cooperation is sincerely appreciated.

Diane H. Wilkerson
Administration

Called Rob to tell him about situation. Called Jim Dugan of C.G.&E @ 287-3793 about situation.

SERVICE REQUEST

Date: 4/22/02 Time: 17:26 SERVICE# 9510

SERVICE REQUESTED FROM:

Name: HARVEY, MIKE
Address: 1927 8th ST.
City: LOWER PRICE HILL
Zip Code:

Telephone: (000) 921-1546
Work Phone:
Received By: CC

Service Requested: 59 OTHER
Division Advised: 4 ENGINEERING
REFERRED TO ENGINEERING - PAUL CONWAY

Priority: 4-SEND BY MAIL

REQUEST:

PIECE OF CONCRETE FALLING FROM THE 8th ST. VIADUCT

Road Name: 8TH STR. VIADUCT (739) House #:
Between:
And

RESPONSE: John Luginbill and I inspected the location on 4/29/02. There were some other locations in this same area where concrete was delaminated. Area has electric line attached to bridge in this location. Working w/ T120 and C.G.&E. to coordinate further removal of loose concrete.

Serviced by: Bill Shefcik Date Completed: //

Field Location if Not at Intersection:

Miles Feet of 8TH STR. VIADUCT (739) Road

Dispatch

Time: 0:00 Date: // Crew:

City of Cincinnati

Interdepartment
Correspondence Sheet

DATE: 11/14/02

TO: Transportation - Structures
~~Steve Bailey, Superintendent, Traffic & Road~~ Operations

FROM: Anita A. Boulmetis, Claims Administrator

COPIES TO:

SUBJECT: Claim of Kevin Haley
914 Kries Lane, Cincinnati, Ohio 45205

File 6 Chas

A claim has been filed with this office, a copy of which is attached hereto.

Please make an investigation and send us a report as soon as possible, including any other reports, photographs and other information that would be helpful in evaluating this claim.

AAB/lg
Attachments

KEVIN K HALEY
914 KRIES Ln
CINCINNATI. OHIO
45205 PH# 921-0645

(1) ON 10-1-02 AT APPROXMATLY 8:00 AM, MY CAR WAS HIT BY FALLING CEMENT FROM THE UNDER SIDE OF THE 8TH STREET VIADUCT, AT 1922 WEST 8TH I WAS PARK OUTSIDE UNDER THE VIADUCT IN FRONT OF my PLACE OF EMPLOYMENT A 2 FOOT BY 2 FOOT SECTION OF THE VIADUCT CAME CRASHING DOWN ON WINDSHIELD HOOD & RIGHT FENDER OF MY CAR CAUSING DAMAGE TO THESE AREA'S OF MY CAR. I THEN CONTACTED WILLIAM J. SHEFEIK OF THE DEPARTMENT OF TRANSPORTATION & ENGINEERING FOR THE CITY OF CINCINNATI HE TOOK PICTURES OF MY CAR, THE VIADUCT, AND THE ROCKS ON CAR & SURROUNDING AREA, AND ADVISE ME TO FILE A CLAIM, FOR THE DAMAGES DONE TO THE CAR FROM THE FALLING ROCKS, HE SAID IF YOU HAVE ANY QUESTIONS REGARDING THIS MATTER TO FEEL FREE TO CONTACT HIM

Involved this Incident
He also made A Report
& sent out A crew to
& clean up the mess &
tape off the area with
barrels & sign warning
anyone else of the
Hazard

(#2) I sumited estiments
from A Body Shop for
fender & Hood, and
A estiment for the
windshield Inclosed
with this Letter,

(#3) Liablity only on 1972
Chevrolet Chevelle not
Relevant to this Claim

1577

& feel free
to me At 921-0641
: 4pm thank you

City of Cincinnati

DATE: 11/25/2002

To Anita A. Boulmetis, Claims Administrator

From William Shefcik, P.E., Senior Engineer

Copies K. Conn, C. Nyberg, file

Subject Claim of Kevin Haley
914 Kries Lane, Cincinnati, Ohio 45202

The following is the information you requested to assist you in the evaluation of the subject claim.

On October 2, a Mr. Bohn called the City of Cincinnati Customer Service and stated that concrete had fallen from the Eighth Street Viaduct and damaged a vehicle, which was parked under the viaduct. Customer Service referred the matter to the Engineering Department.

After receiving the referral from Customer Service, I called Mr. Bohn in order to get additional information. Mr. Bohn stated that he was actually calling on behalf of Mr. Haley. Mr. Bohn provided me with the exact location of the incident and told me that the car had not been moved since the concrete fell on it and that he wanted someone from the City to verify the damage before the car was moved. After our telephone conversation, I went out to the site to meet with Mr. Bohn and Mr. Haley and to inspect the damage.

Upon arrival, I verified that concrete had fallen from the underside of the viaduct on a vehicle and had dented and chipped the paint of the hood and right fender of the car. I noted that the windshield was also cracked. I provided Mr. Haley with information on how to file a claim for the damage.

Attached are several photos, which were taken that morning. Also attached is a copy of the Service Request report made on that day.

If you need further information, please contact me at extension 5273.

City of Cincinnati
Department of Transportation and Engineering
Division of Engineering

Valerie Lemmie, City Manager
John F. Deatrick PE AICP, Director
Prem K. Garg PE, City Engineer

Date: 07/03/2003

To: Kimberly S. Conn P.E., Structures and Geotechnical Engineering Section

From: Diane H. Wilkerson, Administration

Re: **Chucks of concrete falling from viaduct (C03-04741)**

The attached correspondence, dated June 20, 2003, has been referred to your office to prepare a response. This correspondence has been assigned the Division of Engineering Log #C03-04741.

According to our Log, this correspondence is from:

Mr./Ms. Spuzzillo
244-6275
Cincinnati, Ohio

regarding Chucks of concrete falling from viaduct.

Please prepare a response and return it, with this Correspondence Referral Sheet, to the Administration Office by noon, on Monday, July 7, 2003. ~~The response should be dated for Monday, July 7, 2003~~.

If you should have any questions, please call me on 352-6231. Your cooperation is sincerely appreciated.

Diane H. Wilkerson
Administration

SERVICE REQUEST

Date: 6/20/03 Time: 12:01 SERVICE# 51842

SERVICE REQUESTED FROM:

Name: Spuzzillo,
Address: 8th St. And Evans
City: Queensgate
Zip Code:

Telephone: (000) 244-6275
Work Phone:
Received By: DS

Service Requested: 13 STEPS & VIADUCT
Division Advised: 2 NEIGHBORHOOD OPERATIONS
REFERRED TO CSR, GRAFFITI, D/A SUPERVISOR

Priority: 3-DISPATCH

REQUEST:

A large chuncks of concrete are falling from the 8th St. viaduct the citizen said he heard a loud crash.

Road Name: 8TH STR. VIADUCT (739) House #:
Between: 8th St. And Evans St.

RESPONSE:

1:00PM per 589 there are pieces of concrete laying on Evans under the viaduct. I does appear they have fallen from the viaduct. I called Debbie at Engineering she will contact the Engineer who handles this

Ref to Engineering

Serviced by: 589 Date Completed: 6/20/03

Field Location if Not at Intersection:

Miles Feet of 8TH STR. VIADUCT (739) Road

Dispatch
Time: 12:23 Date: 6/20/03 Crew: 589

CENTRAL DIST.
JUN 22 2003

Checked site and asked TROD to chip loose concrete between Evans and Burns Street Ramp (This was on 6/25/03).

Steve Gruchel
7/8/03

City of Cincinnati
Department of Transportation and Engineering
Division of Engineering

Correspondence Referral Sheet

Valerie A. Lemmie, City Manager
Eileen Enabnit, Director
Donald W. Rosemeyer, City Engineer

Date: 05/24/2004

To: Kimberly S. Conn P.E., Structures and Geotechnical Engineering Section

From: Lorryn R. Bruns, Administration

Re: **objects falling from the upper level on the viaduct damaging automobiles (C04-05729)**

The attached correspondence, dated May 24, 2004, has been referred to your office to prepare a response. This correspondence has been assigned the Division of Engineering Log #C04-05729.

According to our Log, this correspondence is from:

Jenifer Chambers
4454 Glen Haven Rd
Cincinnati, Ohio

regarding objects falling from the upper level on the viaduct damaging automobiles.

Please prepare a response and return it, with this Correspondence Referral Sheet, to the Administration Office by noon, on Monday, June 7, 2004. The response should be dated for Tuesday, June 8, 2004.

If you should have any questions, please call me on 352-6231. Your cooperation is sincerely appreciated.

Lorryn R. Bruns
Administration

5729

SERVICE REQUEST

Date: 5/21/04 Time: 8:30 SERVICE# 83319

SERVICE REQUESTED FROM:

Name: Chambers, Jenifer
Address: 4454 Glen haven Rd
City: Queensgate
Zip Code:

Telephone: (000) 921-2044
Work Phone:
Received By: Melson

Service Requested: 13 STEPS & VIADUCT
Division Advised: 4 TRANSPORTATION & ENGINEERING
REFERRED TO ENGINEERING - VICTOR GAY

Priority 6- PHONE

REQUEST:

Caller states their car was damaged from far foreign objects falling from the upper level on the viaduct, he noticed a building marked 1910 along side of the viaduct, please check. Call was made by citizens wife.

Road Name: 6TH ST VIADUCT 45203 House #:
Between: And

RESPONSE:

Although I did not find any spalls that appeared to be new, there is a possibility that small pieces of concrete or pack rust fell off of the bottom of the deck.

Steve Gressel
6/7/04

Serviced by: Date Completed: / /

Field Location if Not at Intersection:
Miles Feet of 6TH ST VIADUCT 45203 Road

Dispatch
Time: 0:00 Date: / / Crew:

Traffic Accident Data

ACCIDENT NO:	Type:	LocationOne:	LocationTwo:	EventDescription:	Date OH1:	Injuries:	Fatalies:
3044220	Intersection	BURNS ST	HATMAKER ST	Sideswipe Meeting	08-Dec-04		0
3050795	Intersection	BURNS ST	RIVER RD	Rear-End	08-Mar-05		0
3050400	Intersection	BURNS ST	RIVER RD	Angle	31-Jan-05		0
3052313	Intersection	BURNS ST	RIVER RD	Rear-End	13-Jul-05		0
3053458	Intersection	BURNS ST	RIVER RD	Sideswipe Meeting	24-Oct-05		0
3042373	Intersection	BURNS ST	RIVER RD	Angle	06-Jul-04		0
3044106	Intersection	BURNS ST	RIVER RD	Sideswipe Passing	30-Nov-04		0
3041312	Intersection	BURNS ST	RIVER RD	Angle	13-Apr-04	Possible	1
3052663	Intersection	BURNS ST	ST MICHAEL ST	Fixed Object	13-Aug-05		0
3052471	Intersection	BURNS ST	W 8TH ST	Angle	27-Jul-05		0
3051356	Intersection	BURNS ST	W 8TH ST	Backing	28-Apr-05		0
3051187	Intersection	BURNS ST	W 8TH ST	Rear-End	14-Apr-05		0
3043997	Intersection	BURNS ST	W 8TH ST	Angle	22-Nov-04		0
3044411	Address	BURNS ST	701	Parked Motor Veh	27-Dec-04		0
3040492	Address	BURNS ST	732	Head-On	06-Feb-04		0
3052680	Intersection	W 8TH ST	WELLS ST	Angle	15-Aug-05		0
3040100	Intersection	W 8TH ST	WELLS ST	Rear-End	09-Jan-04		0
3042577	Intersection	W 8TH ST	WELLS ST	Rear-End	22-Jul-04		0
3040774	Intersection	W 8TH ST	WELLS ST	Sideswipe Passing	29-Feb-04		0
1040327	Address	W 8TH ST	210	Sideswipe Passing	10-Feb-04		0
1050192	Address	W 8TH ST	215	Angle	20-Jan-05		1
1042978	Address	W 8TH ST	217	Sideswipe Meeting	19-Nov-04		0
1050219	Address	W 8TH ST	219	Angle	21-Jan-05		0
1040557	Address	W 8TH ST	301	Rear-End	08-Mar-04		0
1040960	Address	W 8TH ST	324	Parked Motor Veh	21-Apr-04		0
1050586	Address	W 8TH ST	334	Parked Motor Veh	08-Mar-05		0
1040393	Address	W 8TH ST	800	Fixed Object	18-Feb-04		0
1042007	Address	W 8TH ST	800		09-Aug-04	No Injury	0
1042006	Address	W 8TH ST	800	Backing	09-Aug-04		0
1051613	Address	W 8TH ST	800	Fixed Object	09-Jul-05		0
1060009	Address	W 8TH ST	800	Parked Motor Veh	01-Jan-06		0
1042224	Address	W 8TH ST	801	Sideswipe Meeting	01-Sep-04	No Injury	0
1040390	Address	W 8TH ST	801	Angle	18-Feb-04	No Injury	0
1052140	Address	W 8TH ST	801	Sideswipe Passing	08-Sep-05	No Injury	0
1060658	Address	W 8TH ST	801	Fixed Object	27-Mar-06		
1052635	Address	W 8TH ST	801	Backing	04-Nov-05		0
1042425	Address	W 8TH ST	811	Backing	23-Sep-04		0

$$\text{Accident Rate} = \frac{\text{No. Accidents} \times 1{,}000{,}000}{\text{ADT} \times \text{Years} \times 365} = \frac{2 \times 1{,}000{,}000}{1046 \times 2 \times 365} = 2.62$$

OH-1 (Rev. 10/99)

TRAFFIC CRASH REPORT

OHIO PUBLIC SAFETY

3043997

CRASH SEVERITY	PRIVATE PROPERTY	HIT/SKIP	PHOTOS TAKEN	OH-2	OH-3	OH-IP	OTHER
3 (1 FATAL 2 INJURY 3 PDO 4 UNKNOWN)		1 (1 HIT/SKIP 2 SOLVED 3 UNSOLVED)					

C 1 P 0 0 | REPORTING AGENCY: CINCINNATI P.D. | 02 01 (98 = ANNUAL 99 = UNKNOWN) | 1/22/2004

0654 | DAY OF WEEK: MON | NAME (CITY, VILLAGE OR TOWNSHIP): CINCINNATI | 31 | LATITUDE | LONGITUDE

CRASH OCCURRED ON

PREFIX	CRASH LOCATION	TYPE LOC	TYPE LOCATION POINT USED (1 NAMED STREET 2 NUMBERED STREET 3 NUMBERED ROUTE)	LOCAL INFORMATION
	BURNS	1		DS73

AT / REFERENCE

DIST	REFERENCE	DIR	PREFIX	REFERENCE	REF POINT	REFERENCE POINT USED
			E	750	04	01 STATE LINE; 02 INTERSECTION 2 STREETS; 03 COUNTY LINE; 04 HOUSE NUMBER; 05 TOWNSHIP BOUNDARY; 06 MILE POST; 07 CORPORATION LIMIT; 08 PLACE NAME W/O REFERENCE; 09 DRIVEWAY; 10 STREET OR ROUTE W/O REFERENCE

Motorist/Non-Motorist

NAME (LAST, FIRST, MIDDLE): 01 01 WYENANDT, NANCY

ADDRESS (STREET, CITY, STATE, ZIP CODE): 1005 HEARTHSTONE DR, CINCINNATI, OH 45231

09 | 21 | 1959 | 45 | F

HOME PHONE #: 5135224345 | WORK PHONE #: 5133634101

DL STATE	DL #	LP STATE	LP #	INJURED TAKEN BY (1 NONE 2 EMS 3 POLICE 4 OTHER 5 UNKNOWN)	TRANSPORTED BY	INJURED TAKEN TO
OH	RL834293	OH	DBH2882			

OWNER NAME (IF SAME, WRITE "SAME"): DOUGLAS WYENANDT | ADDRESS (STREET, CITY, STATE, ZIP CODE): 1005 HEARTHSTONE DR CINCINNATI, OH 45231

YEAR	MAKE	MODEL	COLOR	INSURANCE COMPANY	TOWING SERVICE	OWNER PHONE #
2003	DODGE	DURANGO	PURPLE	ORANGE		5135224345

OFFENSE CHARGED: 506.80 | OFFENSE DESCRIPTION: IMPROPER change of course | 75-3460608 X

NAME (LAST, FIRST, MIDDLE): 02 01 DENHAM, EDWARD

ADDRESS (STREET, CITY, STATE, ZIP CODE): 1005 NIAGARA ST. CINCINNATI, OH 45204

07 | 25 | 1978 | 26 | M

HOME PHONE #: 513921-0754 | WORK PHONE #:

DL STATE	DL #	LP STATE	LP #	INJURED TAKEN BY (1 NONE 2 EMS 3 POLICE 4 OTHER 5 UNKNOWN)	TRANSPORTED BY	INJURED TAKEN TO
OH	RV245641	OH	PDH3561	1		

OWNER NAME (IF SAME, WRITE "SAME"): DIANE GRIBBINS | ADDRESS (STREET, CITY, STATE, ZIP CODE): 1005 NIAGARA ST #2 CINCINNATI, OH 45204

YEAR	MAKE	MODEL	COLOR	INSURANCE COMPANY	TOWING SERVICE	OWNER PHONE #
2004	HONDA	CIVIC	GREY	AUTOGRESSIVE		513921-0754

OFFENSE CHARGED: | OFFENSE DESCRIPTION:

Occupant

NAME (LAST, FIRST, MIDDLE): | HOME PHONE #:

ADDRESS (STREET, CITY, STATE, ZIP CODE): | INJURED TAKEN BY (1 NONE 2 EMS 3 POLICE 4 OTHER 5 UNKNOWN) | TRANSPORTED BY | INJURED TAKEN TO

NAME (LAST, FIRST, MIDDLE): | HOME PHONE #:

ADDRESS (STREET, CITY, STATE, ZIP CODE): | INJURED TAKEN BY (1 NONE 2 EMS 3 POLICE 4 OTHER 5 UNKNOWN) | TRANSPORTED BY | INJURED TAKEN TO

SEATING POSITION	SAFETY EQUIPMENT	AIR BAG	AIR BAG SWITCH	EJECTION	TRAPPED	INJURIES
01	04	1	1	1	1	1
01	04	1		1	1	1

SEATING POSITION: 01 FRONT – LEFT (MC DRIVER); 02 FRONT – MIDDLE; 03 FRONT – RIGHT; 04 SECOND – LEFT (MC PASS); 05 SECOND – MIDDLE; 06 SECOND – RIGHT; 07 THIRD – LEFT (MC PASSENGER/SIDE CAR); 08 THIRD – MIDDLE; 09 THIRD – RIGHT; 10 SLEEPER SECTION OF CAB; 11 ENCLOSED CARGO AREA; 12 UNENCLOSED CARGO AREA; 13 TRAILING UNIT; 14 EXTERIOR; 15 OTHER; 18 NON-MOTORIST; 17 UNKNOWN

SAFETY EQUIPMENT – MOTORIST: 01 NONE USED; 02 SHOULDER BELT ONLY; 03 LAP BELT ONLY; 04 SHOULDER/LAP BELT; 05 CHILD SAFETY SEAT; 06 MC HELMET USED; 07 USE UNKNOWN. NON-MOTORIST: 08 NONE USED; 09 HELMET USED; 10 PROTECTIVE PADS; 11 REFLECTIVE CLOTHING; 12 LIGHTING; 13 OTHER; 14 UNKNOWN

AIR BAG: 1 NOT DEPLOYED; 2 DEPLOYED-FRONT; 3 DEPLOYED-SIDE; 4 DEPLOYED BOTH FRONT/SIDE; 5 NOT APPLICABLE; 6 UNKNOWN

AIR BAG SWITCH: 1 NOT PRESENT; 2 IN ON POSITION; 3 IN OFF POSITION; 4 UNKNOWN

EJECTION: 1 NOT EJECTED; 2 TOTALLY EJECTED; 3 PARTIALLY EJECTED; 4 NOT APPLICABLE; 5 UNKNOWN

TRAPPED: 1 NOT TRAPPED; 2 EXTRICATED BY MECHANICAL MEANS; 3 FREED BY NON-MECHANICAL MEANS; 4 UNKNOWN

INJURIES: 1 NO INJURY; 2 POSSIBLE; 3 NON-INCAPACITATING; 4 INCAPACITATING; 5 FATAL INJURY; 6 UNKNOWN

BLANK FOR WITNESS

Unit Numbers

01 02

Non-Motorist Location

01 Marked crosswalk at intersection
02 Intersection/No Crosswalk
03 Non-intersection Crosswalk
04 Driveway Access Crosswalk
05 In Roadway
06 Not In Roadway
07 Median (But Not Shoulder)
08 Island
09 Shoulder
10 Sidewalk
11 Within 10 Feet Of Roadway (Not Shoulder, Median, Sidewalk, Island)
12 Beyond 10 Feet Of Roadway (Within Trafficway)
13 Outside Trafficway
14 Shared Use Paths Or Trails
15 Unknown

Type Of Unit

06 03

Motorist
01 Sub-Compact
02 Compact
03 Mid Size
04 Full Size
05 Minivan
06 Sport Utility Vehicle
07 Pickup
08 Panel/Van
09 Single Unit Truck; 2 Axles, 6 Tires
10 Single Unit Truck; 3+ Axles
11 Truck/Trailer
12 Truck Tractor (Bobtail)
13 Tractor/Semi-Trailer
14 Tractor/Double Short
15 Tractor/Double Long
16 Fifth Wheel Or Converter Dolly
17 Tractor/Triples
18 Motorcycle
19 Motorized Bicycle
20 School Bus
21 Church Bus
22 Public Bus
23 Other Bus
24 Police Vehicle
25 Fire Truck
26 Ambulance/Rescue
27 Taxi
28 Motor Home
29 Train
30 Farm Vehicle
31 Farm Equipment
32 Snowmobile
33 Construction Equipment
34 All Others

Non-Motorist
35 Animal W/Rider
36 Animal W/Buggy
37 Bicycle
38 Pedestrian
39 Pedalcyclist
40 Skater
41 Other-Non Motorist
42 Unknown

In Emergency Response

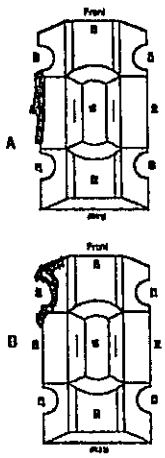
1 No
2 Yes
3 Unknown

Damage Scale

2 3

1 None
2 Non-functional Damage
3 Functional Damage
4 Disabling Damage
5 Severe
6 Unknown

Damage Area



Most Damaged Area

08 09

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Point Of Impact

08 09

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

Action

3 4

1 Non-contact
2 Non-collision
3 Striking
4 Struck
5 Both Striking And Struck
6 Unknown

Striking Vehicle: Override/ Underride

1

1 No Underride Or Override
2 Underride, Compartment Intrusion
3 Underride, No Compartment Intrusion
4 Underride, Compartment Intrusion Unknown
5 Override, Motor Vehicle In Transport
6 Override, Other Vehicle
7 Unknown

Pre-Crash Actions

06 11

Motorist
01 Movements Essentially Straight Ahead
02 Backing
03 Changing Lanes
04 Overtaking/Passing
05 Turning Right
06 Turning Left
07 Making U-Turn
08 Entering Traffic Lane
09 Leaving Traffic Lane
10 Parked
11 Slowing/Stopped In Traffic
12 Driverless
13 Other
14 Unknown

Non-Motorist
15 Entering/Crossing In Specified Location
16 Walking, Running, Jogging, Playing, Cycling
17 Working
18 Pushing Vehicle
19 Approaching/Leaving Vehicle
20 Playing/Working On Vehicle
21 Standing
22 Other
23 Unknown

Contributing Circumstances

09 01

Motorist
01 None
02 Failure to Yield
03 Ran Red Light, or Stop Sign
04 Exceeded Speed Limit
05 Unsafe Speed
06 Improper Turn
07 Left of Center
08 Followed Too Closely/ACDA
09 Improper Lane Change/ Drove Off Road/ Improper Passing
10 Improper Backing
11 Improper Start From Parked Position
12 Stopped or Parked Illegally
13 Operating Vehicle in Erratic, Reckless, Careless, Negligent Or Aggressive Manner
14 Swerving to Avoid (Due To Wind, Suppery Surface, Vehicle, Object, Non-Motorist in Roadway, Etc)
15 Failure to Control
16 Vision Obstruction
17 Driver Inattention
18 Fatigued/Asleep
19 Operating Defective Equipment
20 Load Shifting/Falling/Spilling
21 Other Improper Action
22 Unknown

Non-Motorist
23 None
24 Improper Crossing
25 Darting
26 Lying And/Or Illegally In Roadway
27 Failure To Yield Right Of Way
28 Not Visible (Dark Clothing)
29 Inattentive
30 Failure To Obey Traffic Signs, Signals, Or Officer
31 Wrong Side Of The Road
32 Other
33 Unknown

Vehicle Defect Code Only If '19' Selected Above

01 Turn Signals
02 Head Lamps
03 Tail Lamps
04 Brakes
05 Steering
06 Tire Blowout
07 Worn Or Slick Tires
08 Trailer Equipment Defective
09 Motor Trouble
10 Disabled From Prior Crash
11 Other Defects

Sequence Of Events

20 20

Non-Collision
01 Overturn/Rollover
02 Fire/Explosion
03 Immersion
04 Jackknife
05 Cargo/Equipment Loss/Shift
06 Equipment Failure
07 Separation Of Units
08 Ran Off Road Right
09 Ran Off Road Left
10 Cross Median/Centerline
11 Downhill Runaway
12 Other Non-Collision
13 Unknown Non-Collision

Collision w/Person, Vehicle, Or Object Not Fixed
14 Pedestrian
15 Pedalcycle
16 Railway Vehicle
17 Animal – Farm
18 Animal – Deer
19 Animal – Other
20 Motor Vehicle In Transport
21 Parked Motor Vehicle
22 Work Zone Maintenance Equipment
23 Other Movable Object
24 Unknown Movable Object

Collision With Fixed Object
25 Impact Attenuator/Crash Cushion
26 Bridge Overhead Structure
27 Bridge Pier Or Abutment
28 Bridge Parapet
29 Bridge Rail
30 Guardrail Face
31 Guardrail End
32 Median Barrier
33 Highway Traffic Sign Post
34 Overhead Sign Post
35 Light/Luminaries Support
36 Utility Pole
37 Other Post, Pole Or Support
38 Culvert
39 Curb
40 Ditch
41 Embankment
42 Fence
43 Mailbox
44 Tree
45 Other Fixed Object
46 Work Zone Maintenance Equipment
47 Unknown Fixed Object
48 Other
49 Unknown

First Harmful Event

1 1

Of The Sequence Of Events – Which One Is The First Harmful Event (1-4)

Most Harmful Event

1 1

Of The Sequence Of Events – Which One Is The Most Harmful Event (1-4)

Speed Detected

2 2

1 Stated
2 Estimated Speed

Speed

5 0

Posted Speed

35 25

Traffic Control

12 12

01 No Controls
02 Stop Sign
03 Yield Sign
04 Traffic Signal
05 Traffic Flashers
06 School Zone
07 Railroad Crossbucks
08 Railroad Flashers
09 Railroad Gates
10 Construction Barricade
11 Police Officer
12 Pavement Markings
13 Crosswalk Lines
14 Walk/Don't Walk Signal
15 Traffic Control Device Inoperative, Missing, Obscured
16 Other

Direction

3 2 2 1

1 North
2 South
3 East
4 West
5 Northeast
6 Northwest
7 Southeast
8 Southwest
9 Unknown

Condition

1 1

1 Apparently Normal
2 Physical Impairment
3 Emotional
4 Illness
5 Fell Asleep, Fainted, Fatigued, Etc
6 Under The Influence Of Medications/Drugs/Alcohol
7 Other
8 Unknown

Alcohol/Drug Suspected

1 1

1 None
2 Yes – Alcohol Suspected
3 Yes – HBD Not Impaired
4 Yes – Drugs Suspected
5 Yes – Alcohol / Drugs Suspected
6 Unknown

Alcohol Test Status

1 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Alcohol Test Type

1 1

1 None
2 Blood
3 Urine
4 Breath
5 Other

Alcohol Test Result

Drug Test Status

1 1

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

Drug Test Type

1 1

1 None
2 Blood
3 Urine
4 Other

Drug Test 1&2 Result

1 None
2 Marijuana
3 Cocaine
4 Opiates
5 Amphetamines
6 PCP
7 Other
8 Unknown at Time Of Reporting

Type Of Intersection

03

01 Not An Intersection
02 Four-Way Intersection
03 T-Intersection
04 Y-Intersection
05 Traffic Circle/Roundabout
06 Five-point, Or More
07 On Ramp
08 Off Ramp
09 Crossover
10 Driveway/Access
11 Railway Grade Crossing
12 Shared-Use Paths Or Trails
13 Unknown

Occurrence

1

1 On Roadway
2 On Shoulder
3 In Median
4 On Roadside
5 On Gore
6 Outside Trafficway
7 Unknown

Road Contour

1

1 Straight Level
2 Straight Grade
3 Curve Level
4 Curve Grade

Road Conditions

01

01 Dry
02 Wet
03 Snow
04 Ice
05 Sand, Mud, Dirt, Oil, Gravel
06 Water (Standing, Moving)
07 Slush
08 Debris**
09 Rut, Holes, Bumps, Uneven Pavement **
10 Other
11 Unknown

** Secondary Road Conditions Only

3043997

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Narrative

UNIT #1 TRAVELING WB ON W. EIGHTH ST ATTEMPTING TO TURN LEFT IN A SB DIRECTION ONTO BURNS STREET STRUCK UNIT # 2. UNIT #2 WAS ON BURNS ST STOPPED AT W EIGHTH STREET WHEN STRUCK.

Manner of Collision or Impact: 6
1 Not Collision Between Two Vehicles in Transport
2 Rear-End
3 Head-On
4 Rear-to-Rear
5 Backing
6 Angle
7 Sideswipe, Same Direction
8 Sideswipe, Opposite Direction
9 Unknown

School Bus Related: 1
1 No
2 Yes, Directly Involved
3 Yes, Indirectly Involved
4 Unknown

Work Zone Related: 1
1 No
2 Yes
3 Unknown

Type Of Work Zone:
1 Lane Closure
2 Lane Shift/Crossover
3 Work On Shoulder Or Median
4 Intermittent/Moving Work
5 Other

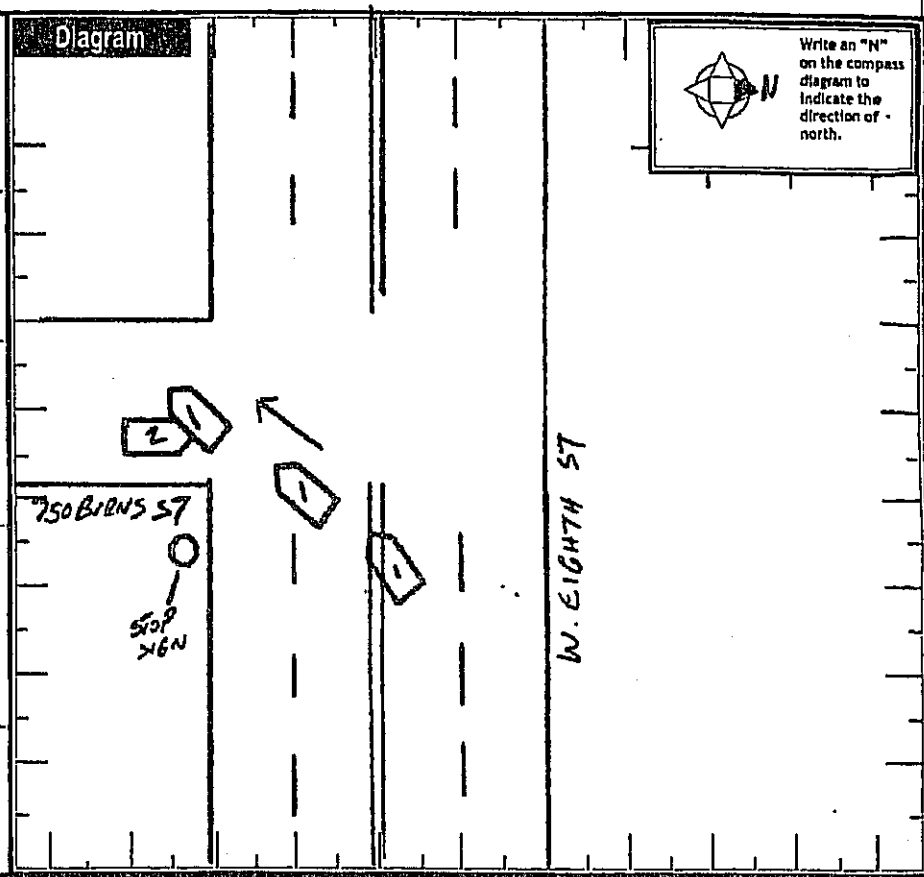
Location Of Crash In Work Zone:
1 Before First Work Zone Warning Sign
2 Advance Warning Area
3 Transition Area
4 Activity Area

Workers Present:
1 No
2 Yes
3 Unknown

Weather: 02
01 Clear
02 Cloudy
03 Fog, Smog, Smoke
04 Rain
05 Sleet, Hail (Freezing Rain Drizzle)
06 Snow
07 Severe Crosswinds
08 Blowing Sand, Soil, Dirt, Snow
09 Other
10 Unknown

Light Conditions: Primary: 4 Secondary:
1 Daylight
2 Dawn
3 Dusk
4 Dark – Lighted Roadway
5 Dark – Not Lighted
6 Dark – Unknown Lighting
7 Glare
8 Other
9 Unknown

Diagram



Truck/Bus

Unit #:

The Crash INVOLVED one or more of the following:
A truck (motor vehicle) with a GVWR more than 10,000 pounds; OR
A truck (motor vehicle) with a hazardous materials placard; OR
A bus designed for at least 8 persons, including driver.

AND

The Crash RESULTED in one or more of the following:
A fatality; OR
An injury requiring transportation for immediate medical treatment; OR
At least one vehicle was towed due to disabling damage or required intervening assistance before proceeding under its own power.

Company (From Shipping Papers):

Company Phone:

Address (Street, City, ST, Zip Code):

US DOT | ICC MC | PUCO | Trailer LP St. | Trailer LP Year | Trailer LP #

Cargo Body Type: 01 Not Applicable; 02 Bus (9-15 Including Driver); 03 Van/Enclosed Box; 04 Grain/Chips/Gravel; 05 Pole; 06 Cargo Tank; 07 Flatbed; 08 Dump; 09 Concrete Mixer; 10 Auto Transporter; 11 Garbage/Refuse; 12 Other; 13 Unknown

Weight (GVWR): 1 Less/Equal 10,000; 2 10,001 - 26,000; 3 More Than 26,000

CDL Class: 1 Class A; 2 Class B; 3 Class C; 4 Class M; 5 Class D

Hazardous Materials Placard: 1 No; 2 Yes; 3 Unknown

Hazardous Materials Released: 1 No; 2 Yes; 3 Not Applicable; 4 Unknown

Police Action

11220404654

Dispatch: 0656 | Arrived: 0707 | Cleared: 0805 | Other:

69

Officer's Name*: TERRY JACOBS

PZ74

Checked By:

Date Report Filed*: 11/22/04

Report Taken By: 1 (1 Police Agency; 2 Motorist)

Report Taken At: 1 (1 Scene; 2 Station; 3 Other)

3043997

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TRAFFIC CRASH REPORT

OH-1 (Rev. 10/99)

OHIO PUBLIC SAFETY — ASSISTANCE • SERVICE • PROTECTION

LOCAL REPORT *: 3051356

CRASH SEVERITY: 3 (1 Fatal 3 PDO 2 Injury 4 Unknown)

PRIVATE PROPERTY: (X if Yes)

HIT/SKIP: 1 (1 Not Hit/Skip 2 Solved 3 Unsolved)

PHOTOS TAKEN: (X if Yes)

OH-2 | OH-3 | OH-1P | OTHER: 1

U.C.I.C. *: CIP00

REPORTING AGENCY *: CINCINNATI PD

UNITS: 02

UNIT ENTER: 01 (98 = Animal 99 = Unknown)

DATE OF CRASH *: 04/28/2005

TIME OF CRASH: 1440

DAY OF WEEK: THU

CITY *: X

VILLAGE *:

TWP *:

NAME (OF CITY, VILLAGE OR TOWNSHIP) *: CINCINNATI

COUNTY *: 31

LATITUDE:

LONGITUDE:

CRASH OCCURRED ON

PREFIX:

CRASH LOCATION: BURNS ST

TYPE LOC: 1

TYPE LOCATION POINT USED: 1 Named Street 2 Numbered Street 3 Numbered Route

LOCAL INFORMATION: D-3

AT / REFERENCE

DIST REFERENCE:

DIR:

PREFIX:

REFERENCE: 750

REF POINT: 04

REFERENCE POINT USED: 01 State Line 02 Intersection 2 Streets 03 County Line 04 House Number 05 Township Boundary 06 Mile Post 07 Corporation Limit 08 Place Name W/O Reference 09 Driveway 10 Street OR Route W/O Reference

Motorist/Non-Motorist

A | UNIT *: 01 | # OF OCC.: 01

NAME (LAST, FIRST, MIDDLE): COLLINI JOSEPH R

ADDRESS (STREET, CITY, STATE, ZIP CODE): 769 CLANORA DR CINCINNATI OH 45205

SOCIAL SECURITY #:

DATE OF BIRTH: 05/09/1964

AGE: 40

SEX: M

HOME PHONE #: 471-5252

WORK PHONE #:

DL STATE: OH

DL #: RU245729

LP STATE: OH

LP #: RZ54WK

INJURED TAKEN BY: 1 (1 None 4 Other 2 EMS 5 Unknown 3 Police)

TRANSPORTED BY:

INJURED TAKEN TO:

OWNER NAME (IF SAME, WRITE "SAME"): RIGGS BUS COMPANY

OWNER ADDRESS (STREET, CITY, STATE, ZIP CODE): 4785 MORSE ST CINCINNATI OH 45226

YEAR: 2002

MAKE: THOMAS FRT

MODEL: BUS

COLOR: YELLOW

INSURANCE COMPANY: RESEARCH UNDER WRITE

TOWING SERVICE:

OWNER PHONE #: 321-3377

OFFENSE CHARGED: 506.28

OFFENSE DESCRIPTION: IMPROPER BACKING

CITATION #: 75-3487281

LOCAL CODE? (X if Yes): X

B | UNIT *: 02 | # OF OCC.: 01

NAME (LAST, FIRST, MIDDLE): KNEFLIN DAVID M

ADDRESS (STREET, CITY, STATE, ZIP CODE): 6190 RAMBLEWOOD CT CINCINNATI OH 45233

SOCIAL SECURITY #:

DATE OF BIRTH: 01/09/1982

AGE: 23

SEX: M

HOME PHONE #: 941-7444

WORK PHONE #:

DL STATE: OH

DL #: RU244194

LP STATE: OH

LP #: BC04BQ

INJURED TAKEN BY: 1 (1 None 4 Other 2 EMS 5 Unknown 3 Police)

TRANSPORTED BY:

INJURED TAKEN TO:

OWNER NAME (IF SAME, WRITE "SAME"): SAME

OWNER ADDRESS (STREET, CITY, STATE, ZIP CODE):

YEAR: 2004

MAKE: CHEVY

MODEL: SILVARDO

COLOR: BLACK

INSURANCE COMPANY: WEST AMERICA

TOWING SERVICE:

OWNER PHONE #: 941-7444

OFFENSE CHARGED:

OFFENSE DESCRIPTION:

CITATION #:

LOCAL CODE? (X if Yes):

Occupant

C | UNIT #:

NAME (LAST, FIRST, MIDDLE):

HOME PHONE #:

DATE OF BIRTH:

AGE:

SEX:

ADDRESS (STREET, CITY, STATE, ZIP CODE):

INJURED TAKEN BY: (1 None 4 Other 2 EMS 5 Unknown 3 Police)

TRANSPORTED BY:

INJURED TAKEN TO:

3 | UNIT #:

NAME (LAST, FIRST, MIDDLE):

HOME PHONE #:

DATE OF BIRTH:

AGE:

SEX:

ADDRESS (STREET, CITY, STATE, ZIP CODE):

INJURED TAKEN BY: (1 None 4 Other 2 EMS 5 Unknown 3 Police)

TRANSPORTED BY:

INJURED TAKEN TO:

	SEATING POSITION	SAFETY EQUIPMENT	AIR BAG	AIR BAG SWITCH	EJECTION	TRAPPED	INJURIES
A	01	04	1	1	1	1	1
B	01	04	1	1	1	1	1
C							
D							

SEATING POSITION: 01 Front – Left (MC Driver) 02 Front – Middle 03 Front – Right 04 Second – Left (MC Pass) 05 Second – Middle 06 Second – Right 07 Third – Left (MC Passenger/Side Car) 08 Third – Middle 09 Third – Right 10 Sleeper Section Of Cab 11 Enclosed Cargo Area 12 Unenclosed Cargo Area 13 Trailing Unit 14 Exterior 15 Other 16 Non-Motorist 17 Unknown — BLANK FOR WITNESS

SAFETY EQUIPMENT: MOTORIST 01 None Used 02 Shoulder Belt Only 03 Lap Belt Only 04 Shoulder/Lap Belt 05 Child Safety Seat 06 MC Helmet Used 07 Use Unknown; NON-MOTORIST 08 None Used 09 Helmet Used 10 Protective Pads 11 Reflective Clothing 12 Lighting 13 Other 14 Unknown

AIR BAG: 1 Not-Deployed 2 Deployed-Front 3 Deployed-Side 4 Deployed Both Front/Side 5 Not Applicable 6 Unknown

AIR BAG SWITCH: 1 Not Present 2 In On Position 3 In Off Position 4 Unknown

EJECTION: 1 Not Ejected 2 Totally Ejected 3 Partially Ejected 4 Not Applicable 5 Unknown

TRAPPED: 1 Not Trapped 2 Extricated By Mechanical Means 3 Freed By Non-Mechanical Means 4 Unknown

INJURIES: 1 No Injury 2 Possible 3 Non-Incapacitating 4 Incapacitating 5 Fatal Injury 6 Unknown

SUPPLEMENT * ("X" if Yes):

HSY7001

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UNIT NUMBERS

01 A | 02 B

NON-MOTORIST LOCATION

[ ] A | [ ] B

01 Marked crosswalk At Intersection
02 Intersection No Crosswalk
03 Non-Intersection Crosswalk
04 Driveway Access Crosswalk
05 In Roadway
06 Not In Roadway
07 Median (But Not Shoulder)
08 Island
09 Shoulder
10 Sidewalk
11 Within 10 Feet Of Roadway (Not Shoulder, Median, Sidewalk, Island)
12 Beyond 10 Feet Of Roadway (Within Trafficway)
13 Outside Trafficway
14 Shared Use Paths Or Trails
15 Unknown

TYPE OF UNIT

20 A | 07 B

MOTORIST
01 Sub-Compact
02 Compact
03 Mid Size
04 Full Size
05 Minivan
06 Sport Utility Vehicle
07 Pickup
08 Panel/Van
09 Single Unit Truck; 2 Axles, 6 Tires
10 Single Unit Truck; 3+ Axles
11 Truck/Trailer
12 Truck Tractor (Bobtail)
13 Tractor/Semi-Trailer
14 Tractor/Double Short
15 Tractor/Double Long
16 Fifth Wheel Or Converter Dolly
17 Tractor/Triples
18 Motorcycle
19 Motorized Bicycle
20 School Bus
21 Church Bus
22 Public Bus
23 Other Bus
24 Police Vehicle
25 Fire Truck
26 Ambulance/Rescue
27 Taxi
28 Motor Home
29 Train
30 Farm Vehicle
31 Farm Equipment
32 Snowmobile
33 Construction Equipment
34 All Others
NON-MOTORIST
35 Animal W/Rider
36 Animal W/Buggy
37 Bicycle
38 Pedestrian
39 Pedalcyclist
40 Skater
41 Other-Non Motorist
42 Unknown

IN EMERGENCY RESPONSE

[ ] A | [ ] B

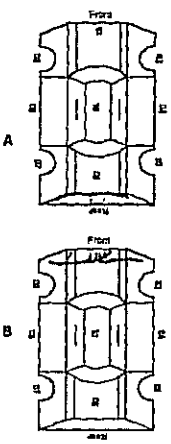
1 No
2 Yes
3 Unknown

DAMAGE SCALE

1 A | 2 B

1 None
2 Non-functional Damage
3 Functional Damage
4 Disabling Damage
5 Severe
6 Unknown

DAMAGE AREA



MOST DAMAGED AREA

06 A | 02 B

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

POINT OF IMPACT

06 A | 02 B

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

ACTION

3 A | 1 B

1 Non-contact
2 Non-collision
3 Striking
4 Struck
5 Both Striking And Struck
6 Unknown

STRIKING VEHICLE: OVERRIDE/ UNDERRIDE

1 A | [ ] B

1 No Underride Or Override
2 Underride, Compartment Intrusion
3 Underride, No Compartment Intrusion
4 Underride, Compartment Intrusion Unknown
5 Override, Motor Vehicle In Transport
6 Override, Other Vehicle
7 Unknown

PRE-CRASH ACTIONS

02 A | 01 B

MOTORIST
01 Movements Essentially Straight Ahead
02 Backing
03 Changing Lanes
04 Overtaking/Passing
05 Turning Right
06 Turning Left
07 Making U-Turn
08 Entering Traffic Lane
09 Leaving Traffic Lane
10 Parked
11 Slowing/Stopped In Traffic
12 Driverless
13 Other
14 Unknown
NON-MOTORIST
15 Entering/Crossing In Specified Location
16 Walking, Running, Jogging, Playing, Cycling
17 Working
18 Pushing Vehicle
19 Approaching/Leaving Vehicle
20 Playing/Working On Vehicle
21 Standing
22 Other
23 Unknown

CONTRIBUTING CIRCUMSTANCES

10 A | 01 B

MOTORIST
01 None
02 Failure To Yield
03 Ran Red Light, or Stop Sign
04 Exceeded Speed Limit
05 Unsafe Speed
06 Improper Turn
07 Left of Center
08 Followed Too Closely/ACDA
09 Improper Lane Change/ Drove Off Road/ Improper Passing
10 Improper Backing
11 Improper Start From Parked Position
12 Stopped or Parked Illegally
13 Operating Vehicle In Erratic, Reckless, Careless, Negligent Or Aggressive Manner
14 Swerving To Avoid (Due To Wind, Slippery Surface, Vehicle, Object, Non-Motorist In Roadway, Etc)
15 Failure To Control
16 Vision Obstruction
17 Driver Inattention
18 Fatigue/Asleep
19 Operating Defective Equipment
20 Load Shifting/Falling/Spilling
21 Other Improper Action
22 Unknown
NON-MOTORIST
23 None
24 Improper Crossing
25 Darting
26 Lying And/Or Illegally In Roadway
27 Failure To Yield Right Of Way
28 Not Visible (Dark Clothing)
29 Inattentive
30 Failure To Obey Traffic Signs, Signals, Or Officer
31 Wrong Side Of The Road
32 Other
33 Unknown

VEHICLE DEFECT CODE ONLY IF '19' SELECTED ABOVE

[ ] A | [ ] B

01 Turn Signals
02 Head Lamps
03 Tail Lamps
04 Brakes
05 Steering
06 Tire Blowout
07 Worn Or Slick Tires
08 Trailer Equipment Defective
09 Motor Trouble
10 Disabled From Prior Crash
11 Other Defects

SEQUENCE OF EVENTS

A	B
20 (1)	20 (1)
(2)	(2)
(3)	(3)
(4)	(4)

NON-COLLISION
01 Overturn/Rollover
02 Fire/Explosion
03 Immersion
04 Jackknife
05 Cargo/Equipment Loss/Shift
06 Equipment Failure
07 Separation Of Units
08 Ran Off Road Right
09 Ran Off Road Left
10 Cross Median/Centerline
11 Downhill Runaway
12 Other Non-Collision
13 Unknown Non-Collision
COLLISION W/PERSON, VEHICLE, OR OBJECT NOT FIXED
14 Pedestrian
15 Pedalcycle
16 Railway Vehicle
17 Animal – Farm
18 Animal – Deer
19 Animal – Other
20 Motor Vehicle In Transport
21 Parked Motor Vehicle
22 Work Zone Maintenance Equipment
23 Other Movable Object
24 Unknown Movable Object
COLLISION WITH FIXED OBJECT
25 Impact Attenuator/Crash Cushion
26 Bridge Overhead Structure
27 Bridge Pier Or Abutment
28 Bridge Parapet
29 Bridge Rail
30 Guardrail Face
31 Guardrail End
32 Median Barrier
33 Highway Traffic Sign Post
34 Overhead Sign Post
35 Light/Luminaries Support
36 Utility Pole
37 Other Post, Pole Or Support
38 Culvert
39 Curb
40 Ditch
41 Embankment
42 Fence
43 Mailbox
44 Tree
45 Other Fixed Object
46 Work Zone Maintenance Equipment
47 Unknown Fixed Object
48 Other
49 Unknown

FIRST HARMFUL EVENT

1 A | 1 B

Of The Sequence of Events – Which One Is The First Harmful Event (1-4)

MOST HARMFUL EVENT

1 A | 1 B

Of The Sequence of Events – Which One Is The Most Harmful Event (1-4)

SPEED DETECTED

2 A | 2 B

1 Stated
2 Estimated Speed

SPEED

3 A
0 B

POSTED SPEED

25 A | 25 B

TRAFFIC CONTROL

12 A | 12 B

01 No Controls
02 Stop Sign
03 Yield Sign
04 Traffic Signal
05 Traffic Flashers
06 School Zone
07 Railroad Crossbucks
08 Railroad Flashers
09 Railroad Gates
10 Construction Barricade
11 Police Officer
12 Pavement Markings
13 Crosswalk Lines
14 Walk/Don't Walk Signal
15 Traffic Control Device Inoperative, Missing, Obscured
16 Other

DIRECTION

	From	To
A	1	2
B	2	1

1 North
2 South
3 East
4 West
5 Northeast
6 Northwest
7 Southeast
8 Southwest
9 Unknown

CONDITION

1 A | 1 B

1 Apparently Normal
2 Physical Impairment
3 Emotional
4 Illness
5 Fell Asleep, Fainted, Fatigued, Etc
6 Under The Influence Of Medications/Drugs/Alcohol
7 Other
8 Unknown

ALCOHOL/DRUG SUSPECTED

1 A | 1 B

1 None
2 Yes – Alcohol Suspected
3 Yes – HBD Not Impaired
4 Yes – Drugs Suspected
5 Yes – Alcohol / Drugs Suspected
6 Unknown

ALCOHOL TEST STATUS

1 A | 1 B

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

ALCOHOL TEST TYPE

1 A | 1 B

1 None
2 Blood
3 Urine
4 Breath
5 Other

ALCOHOL TEST RESULT

[ ] A
[ ] B

DRUG TEST STATUS

1 A | 1 B

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

DRUG TEST TYPE

1 A | 1 B

1 None
2 Blood
3 Urine
4 Other

DRUG TEST 1&2 RESULT

A 1	A 2	B 1	B 2

1 None
2 Marijuana
3 Cocaine
4 Opiates
5 Amphetamines
6 PCP
7 Other
8 Unknown At Time Of Reporting

TYPE OF INTERSECTION

01

01 Not An Intersection
02 Four-Way Intersection
03 T-Intersection
04 Y-Intersection
05 Traffic Circle/Roundabout
06 Five-point, Or More
07 On Ramp
08 Off Ramp
09 Crossover
10 Driveway/Access
11 Railway Grade Crossing
12 Shared-Use Paths Or Trails
13 Unknown

OCCURRENCE

1

1 On Roadway
2 On Shoulder
3 In Median
4 On Roadside
5 On Gore
6 Outside Trafficway
7 Unknown

ROAD CONTOUR

1

1 Straight Level
2 Straight Grade
3 Curve Level
4 Curve Grade

ROAD CONDITIONS

Primary: 01 | Secondary: [ ]

01 Dry
02 Wet
03 Snow
04 Ice
05 Sand, Mud, Dirt, Oil, Gravel
06 Water (Standing, Moving)
07 Slush
08 Debris**
09 Rut, Holes, Bumps, Uneven Pavement **
10 Other
11 Unknown
**Secondary Road Conditions ONLY

Supplement * "X" If Yes [ ]

Local Report # * 305/356

Narrative

UNIT #1 FACING N/B ON BURNS ST PREPARING TO PULL OUT ONTO WEST 8TH STREET. UNIT #2 STOPPED IN TRAFFIC BEHIND UNIT #1. UNIT #1 BACKED INTO UNIT #2

Manner of Collision or Impact: 5
1 Not Collision Between Two Vehicles in Transport
2 Rear-End
3 Head-On
4 Rear-to-Rear
5 Backing
6 Angle
7 Sideswipe, Same Direction
8 Sideswipe, Opposite Direction
9 Unknown

School Bus Related: 2
1 No
2 Yes, Directly Involved
3 Yes, Indirectly Involved
4 Unknown

Work Zone Related: 1
1 No
2 Yes
3 Unknown

Weather: 02
01 Clear
02 Cloudy
03 Fog, Smog, Smoke
04 Rain
05 Sleet, Hail (Freezing Rain Drizzle)
06 Snow
07 Severe Crosswinds
08 Blowing Sand, Soil, Dirt, Snow
09 Other
10 Unknown

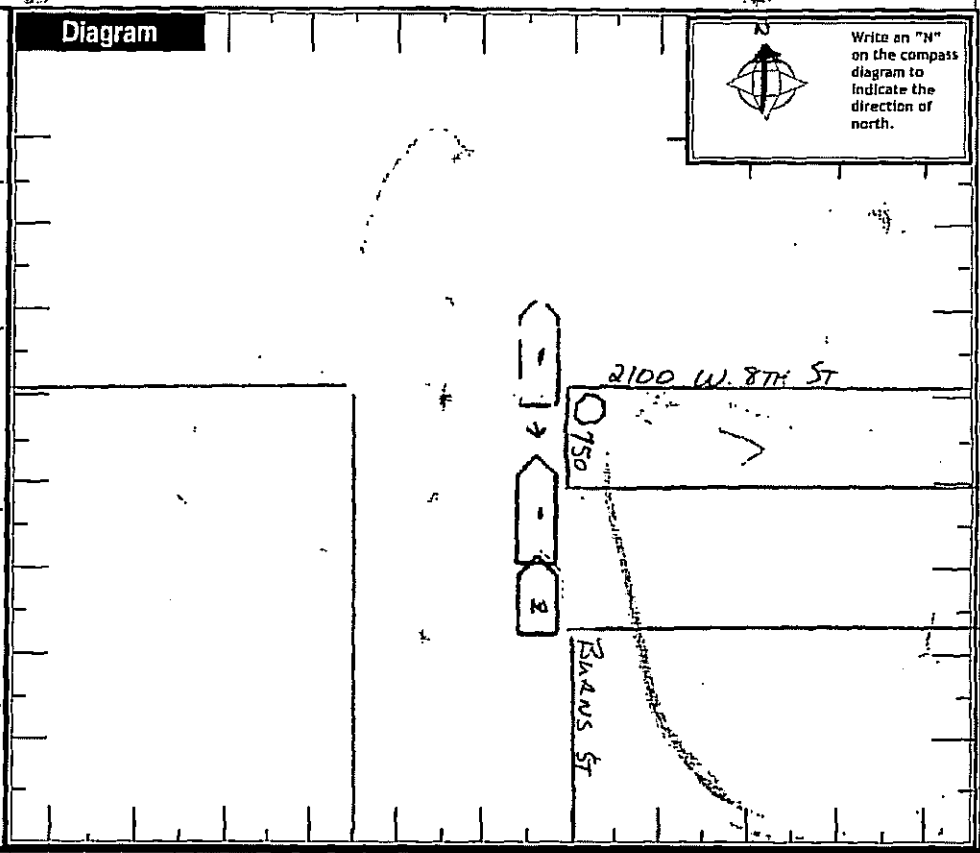
Type Of Work Zone: 0
1 Lane Closure
2 Lane Shift/Crossover
3 Work On Shoulder Or Median
4 Intermittent/ Moving Work
5 Other

Light Conditions: Primary: 1 — Secondary:
1 Daylight
2 Dawn
3 Dusk
4 Dark – Lighted Roadway
5 Dark – Not Lighted
6 Dark – Unknown Lighting
7 Glare
8 Other
9 Unknown

Location Of Crash In Work Zone:
1 Before First Work Zone Warning Sign
2 Advance Warning Area
3 Transition Area
4 Activity Area

Workers Present:
1 No
2 Yes
3 Unknown

Diagram



Truck/Bus

THE CRASH INVOLVED one or more of the following:
A truck (motor vehicle) with a GVWR more than 10,000 pounds; OR
A truck (motor vehicle) with a hazardous materials placard; OR
A bus designed for at least 8 persons, including driver.

AND

THE CRASH RESULTED in one or more of the following:
A fatality; OR
An injury requiring transportation for immediate medical treatment; OR
At least one vehicle was towed due to disabling damage or required intervening assistance before proceeding under its own power.

Unit #: 01

Company (From Shipping Papers): RIGGS BUS COMPANY
Company Phone: 321-3377
Address (Street, City, St, Zip Code): 4785 MORSE ST CINCINNATI OH 45226

US DOT	ICC MC	PUCO	Trailer LP St.	Trailer LP Year	Trailer LP #	Placard #	HM
976327		146020B					

Cargo Body Type: 02
01 Not Applicable
02 Bus (9-15 Including Driver)
03 Van/Enclosed Box
04 Grain/Chips/Gravel
05 Pole
06 Cargo Tank
07 Flatbed
08 Dump
09 Concrete Mixer
10 Auto Transporter
11 Garbage/Refuse
12 Other
13 Unknown

Weight (GVWR): 3
1 Less/Equal 10,000
2 10,001 – 26,000
3 More Than 26,000

CDL Class: 1
1 Class A
2 Class B
3 Class C
4 Class M
5 Class D

Hazardous Materials Placard: 1
1 No
2 Yes
3 Unknown

Hazardous Materials Released: 1
1 No
2 Yes
3 Not Applicable
4 Unknown

Police Action

Date Crash Reported	Time Rec'd Call	Dispatch	Arrived	Cleared	Other	Total Minutes
04/28/2005	1440	1441	1442	1521		40

Officer's Name *	Badge # *	Checked By	Date Report Filed *
M. ROETTING	0210	SGT RICHTER	04/28/2005

Report Taken By: 1 (1 Police Agency, 2 Motorist)
Report Taken At: 1 (1 Scene, 2 Station, 3 Other)
Supplement ("X" If Yes) *:
Local Report # *: 3051356

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OH-1 (Rev.10/99)

TRAFFIC CRASH REPORT

OHIO PUBLIC SAFETY — EDUCATION · SERVICE · PROTECTION

LOCAL REPORT #: 30511187

CRASH SEVERITY: 2 (1 FATAL 3 PDO 2 INJURY 4 UNKNOWN)

PRIVATE PROPERTY: (X IF YES)

HIT/SKIP: 1 (1 NOT HIT/SKIP 2 SOLVED 3 UNSOLVED)

PHOTOS TAKEN: (X IF YES) OH-2 OH-3 OH-1P OTHER

NCIC #: CIP00

REPORTING AGENCY: CINCINNATI P.D

UNITS: 02

UNIT ERROR: 01 (98 = ANIMAL 99 = UNKNOWN)

DATE OF CRASH: 04/14/2005

TIME OF CRASH: 0720

DAY OF WEEK: THU

CITY: X

VILLAGE:

TWP:

NAME (OF CITY, VILLAGE OR TOWNSHIP): CINCINNATI

COUNTY #: 31

LATITUDE:

LONGITUDE:

CRASH OCCURRED ON

PREFIX:

CRASH LOCATION: W. 8TH ST

TYPE LOC: 1

TYPE LOCATION POINT USED: 1 NAMED STREET 2 NUMBERED STREET 3 NUMBERED ROUTE

LOCAL INFORMATION: D3

AT / REFERENCE

DIST REFERENCE:

DIR:

PREFIX:

REFERENCE: BURNS ST.

REF POINT: 02

REFERENCE POINT USED: 01 STATE LINE 02 INTERSECTION 2 STREETS 03 COUNTY LINE 04 HOUSE NUMBER 05 TOWNSHIP BOUNDARY 06 MILE POST 07 CORPORATION LIMIT 08 PLACE NAME W/O REFERENCE 09 DRIVEWAY 10 STREET OR ROUTE W/O REFERENCE

Motorist/Non-Motorist

A

UNIT #: 01

OF OCC: 01

NAME (LAST, FIRST, MIDDLE): MASON AFRICA S.

ADDRESS (STREET, CITY, STATE, ZIP CODE): 453 WELLS AVE #2 CINCINNATI OH 45205

DATE OF BIRTH: 12/31/1940

AGE: 64

SEX: F

HOME PHONE #: 251-0374

WORK PHONE #: 341-2300

DL STATE: OH

DL #: NONE

LP STATE: OH

LP #: DDM-9994

INJURED TAKEN BY: 1 (1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE)

TRANSPORTED BY:

INJURED TAKEN TO:

OWNER NAME (IF SAME, WRITE "SAME"): DONNELL MILLER

ADDRESS (STREET, CITY, STATE, ZIP CODE): 4546 READING RD CINCINNATI OH 45237

YEAR: 2001

MAKE: FORD

MODEL: TAURUS

COLOR: GOLD

INSURANCE COMPANY: NONE

TOWING SERVICE: NONE

OWNER PHONE #: 251-0374

OFFENSE CHARGED: 506.8

OFFENSE DESCRIPTION: A.C.D.A.

CITATION #: 75-348920

LOCAL CODE? (X IF YES): X

B

UNIT #: 02

OF OCC: 01

NAME (LAST, FIRST, MIDDLE): WESTHEIDER, JANET R.

ADDRESS (STREET, CITY, STATE, ZIP CODE): 1 HICKORY DR HARRISON OH 45030

DATE OF BIRTH: 04/20/1971

AGE: 33

SEX: F

HOME PHONE #: 367-1055

WORK PHONE #: 241-8226

DL STATE: OH

DL #: RT168584

LP STATE: OH

LP #: DDG-8350

INJURED TAKEN BY: 4 (1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE)

TRANSPORTED BY: JAMES WESTHEIDER

INJURED TAKEN TO: MERCY WEST

OWNER NAME (IF SAME, WRITE "SAME"): JIM WESTHEIDER

ADDRESS (STREET, CITY, STATE, ZIP CODE): 6 HICKORY DR HARRISON OH 45030

YEAR: 1985

MAKE: CADILLAC

MODEL: DEVILLE

COLOR: YELLOW

INSURANCE COMPANY: LIGHTING ROD MUTUAL

TOWING SERVICE: NONE

OWNER PHONE #: 202-9219

OFFENSE CHARGED:

OFFENSE DESCRIPTION:

CITATION #:

LOCAL CODE? (X IF YES):

Occupant

C

UNIT #:

NAME (LAST, FIRST, MIDDLE):

HOME PHONE #:

DATE OF BIRTH:

AGE:

ADDRESS (STREET, CITY, STATE, ZIP CODE):

INJURED TAKEN BY: (1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE)

TRANSPORTED BY:

INJURED TAKEN TO:

D

UNIT #:

NAME (LAST, FIRST, MIDDLE):

HOME PHONE #:

DATE OF BIRTH:

AGE:

ADDRESS (STREET, CITY, STATE, ZIP CODE):

INJURED TAKEN BY: (1 NONE 4 OTHER 2 EMS 5 UNKNOWN 3 POLICE)

TRANSPORTED BY:

INJURED TAKEN TO:

	A	B	C	D
SEATING POSITION (01 FRONT – LEFT (MC DRIVER), 02 FRONT – MIDDLE, 03 FRONT – RIGHT, 04 SECOND – LEFT (MC PASS), 05 SECOND – MIDDLE, 06 SECOND – RIGHT, 07 THIRD – LEFT (MC PASSENGER/SIDE CAR), 08 THIRD – MIDDLE, 09 THIRD – RIGHT, 10 SLEEPER SECTION OF CAB, 11 ENCLOSED CARGO AREA, 12 UNENCLOSED CARGO AREA, 13 TRAILING UNIT, 14 EXTERIOR, 15 OTHER, 16 NON-MOTORIST, 17 UNKNOWN)	01	01		
SAFETY EQUIPMENT (MOTORIST: 01 NONE USED, 02 SHOULDER BELT ONLY, 03 LAP BELT ONLY, 04 SHOULDER/LAP BELT, 05 CHILD SAFETY SEAT, 06 MC HELMET USED, 07 USE UNKNOWN; NON-MOTORIST: 08 NONE USED, 09 HELMET USED, 10 PROTECTIVE PADS, 11 REFLECTIVE CLOTHING, 12 LIGHTING, 13 OTHER, 14 UNKNOWN)	04	04		
AIR BAG (1 NOT DEPLOYED, 2 DEPLOYED-FRONT, 3 DEPLOYED-SIDE, 4 DEPLOYED BOTH FRONT/SIDE, 5 NOT APPLICABLE, 6 UNKNOWN)	1	5		
AIR BAG SWITCH (1 NOT PRESENT, 2 IN ON POSITION, 3 IN OFF POSITION, 4 UNKNOWN)	1	1		
EJECTION (1 NOT EJECTED, 2 TOTALLY EJECTED, 3 PARTIALLY EJECTED, 4 NOT APPLICABLE, 5 UNKNOWN)	1	1		
TRAPPED (1 NOT TRAPPED, 2 EXTRICATED BY MECHANICAL MEANS, 3 FREED BY NON-MECHANICAL MEANS, 4 UNKNOWN)	1	1		
INJURIES (1 NO INJURY, 2 POSSIBLE, 3 NON-INCAPACITATING, 4 INCAPACITATING, 5 FATAL INJURY, 6 UNKNOWN)	1	3		
BLANK FOR WITNESS				

SUPPLEMENT (X IF YES):

UNIT NUMBERS

01 A | 02 B

NON-MOTORIST LOCATION

[ ] A [ ] B

01 Marked crosswalk At Intersection
02 Intersection/ No Crosswalk
03 Non-Intersection Crosswalk
04 Driveway Access Crosswalk
05 In Roadway
06 Not In Roadway
07 Median (But Not Shoulder)
08 Island
09 Shoulder
10 Sidewalk
11 Within 10 Feet Of Roadway (Not Shoulder, Median, Sidewalk, Island)
12 Beyond 10 Feet Of Roadway (Within Trafficway)
13 Outside Trafficway
14 Shared Use Paths Or Trails
15 Unknown

TYPE OF UNIT

04 A | 04 B

MOTORIST
01 Sub-Compact
02 Compact
03 Mid Size
04 Full Size
05 Minivan
06 Sport Utility Vehicle
07 Pickup
08 Panel/Van
09 Single Unit Truck; 2 Axles, 6 Tires
10 Single Unit Truck; 3+ Axles
11 Truck/Trailer
12 Truck Tractor (Bobtail)
13 Tractor/Semi-Trailer
14 Tractor/Double Short
15 Tractor/Double Long
16 Fifth Wheel Or Converter Dolly
17 Tractor/Triples
18 Motorcycle
19 Motorized Bicycle
20 School Bus
21 Church Bus
22 Public Bus
23 Other Bus
24 Police Vehicle
25 Fire Truck
26 Ambulance/Rescue
27 Taxi
28 Motor Home
29 Train
30 Farm Vehicle
31 Farm Equipment
32 Snowmobile
33 Construction Equipment
34 All Others
NON-MOTORIST
35 Animal W/Rider
36 Animal W/Buggy
37 Bicycle
38 Pedestrian
39 Pedalcyclist
40 Skater
41 Other-Non Motorist
42 Unknown

IN EMERGENCY RESPONSE

[ ] A [ ] B

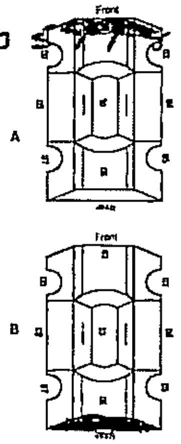
1 No
2 Yes
3 Unknown

DAMAGE SCALE

2 A | 2 B

1 None
2 Non-functional Damage
3 Functional Damage
4 Disabling Damage
5 Severe
6 Unknown

DAMAGE AREA



MOST DAMAGED AREA

02 A | 06 B

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

POINT OF IMPACT

02 A | 06 B

01 None
02 Center Front
03 Right Front
04 Right Side
05 Right Rear
06 Rear Center
07 Left Rear
08 Left Side
09 Left Front
10 Top And Windows
11 Undercarriage
12 Load/Trailer
13 Total (All Areas)
14 Other
15 Unknown

ACTION

3 A | 4 B

1 Non-contact
2 Non-collision
3 Striking
4 Struck
5 Both Striking And Struck
6 Unknown

STRIKING VEHICLE: OVERRIDE/ UNDERRIDE

1 A | [ ] B

1 No Underride Or Override
2 Underride, Compartment Intrusion
3 Underride, No Compartment Intrusion
4 Underride, Compartment Intrusion Unknown
5 Override, Motor Vehicle In Transport
6 Override, Other Vehicle
7 Unknown

PRE-CRASH ACTIONS

01 A | 11 B

MOTORIST
01 Movements Essentially Straight Ahead
02 Backing
03 Changing Lanes
04 Overtaking/Passing
05 Turning Right
06 Turning Left
07 Making U-Turn
08 Entering Traffic Lane
09 Leaving Traffic Lane
10 Parked
11 Slowing/Stopped In Traffic
12 Driverless
13 Other
14 Unknown
NON-MOTORIST
15 Entering/Crossing In Specified Location
16 Walking, Running, Jogging, Playing, Cycling
17 Working
18 Pushing Vehicle
19 Approaching/Leaving Vehicle
20 Playing/Working On Vehicle
21 Standing
22 Other
23 Unknown

CONTRIBUTING CIRCUMSTANCES

08 A | 01 B

MOTORIST
01 None
02 Failure to Yield
03 Ran Red Light, or Stop Sign
04 Exceeded Speed Limit
05 Unsafe Speed
06 Improper Turn
07 Left of Center
08 Followed Too Closely/ACDA
09 Improper Lane Change/ Drove Off Road/ Improper Passing
10 Improper Backing
11 Improper Start From Parked Position
12 Stopped or Parked Illegally
13 Operating Vehicle In Erratic, Reckless, Careless, Negligent Or Aggressive Manner
14 Swerving to Avoid (Due To Wind, Slippery Surface, Vehicle, Object, Non-Motorist In Roadway, Etc)
15 Failure to Control
16 Vision Obstruction
17 Driver Inattention
18 Fatigue/Asleep
19 Operating Defective Equipment
20 Load Shifting/Falling/Spilling
21 Other Improper Action
22 Unknown
NON-MOTORIST
23 None
24 Improper Crossing
25 Darting
26 Lying And/Or Illegally In Roadway
27 Failure To Yield Right Of Way
28 Not Visible (Dark Clothing)
29 Inattentive
30 Failure To Obey Traffic Signs, Signals, Or Officer
31 Wrong Side Of The Road
32 Other
33 Unknown

VEHICLE DEFECT
Code ONLY if '19' Selected Above

[ ] A [ ] B

01 Turn Signals
02 Head Lamps
03 Tail Lamps
04 Brakes
05 Steering
06 Tire Blowout
07 Worn Or Slick Tires
08 Trailer Equipment Defective
09 Motor Trouble
10 Disabled From Prior Crash
11 Other Defects

SEQUENCE OF EVENTS

A	B
20 (1)	20 (1)
(2)	(2)
(3)	(3)
(4)	(4)

NON-COLLISION
01 Overturn/Rollover
02 Fire/Explosion
03 Immersion
04 Jackknife
05 Cargo/Equipment Loss/Shift
06 Equipment Failure
07 Separation Of Units
08 Ran Off Road Right
09 Ran Off Road Left
10 Cross Median/Centerline
11 Downhill Runaway
12 Other Non-Collision
13 Unknown Non-Collision
COLLISION W/ PERSON, VEHICLE, OR OBJECT NOT FIXED
14 Pedestrian
15 Pedalcycle
16 Railway Vehicle
17 Animal – Farm
18 Animal – Deer
19 Animal – Other
20 Motor Vehicle In Transport
21 Parked Motor Vehicle
22 Work Zone Maintenance Equipment
23 Other Movable Object
24 Unknown Movable Object
COLLISION WITH FIXED OBJECT
25 Impact Attenuator/Crash Cushion
26 Bridge Overhead Structure
27 Bridge Pier Or Abutment
28 Bridge Parapet
29 Bridge Rail
30 Guardrail Face
31 Guardrail End
32 Median Barrier
33 Highway Traffic Sign Post
34 Overhead Sign Post
35 Light/Luminaries Support
36 Utility Pole
37 Other Post, Pole Or Support
38 Culvert
39 Curb
40 Ditch
41 Embankment
42 Fence
43 Mailbox
44 Tree
45 Other Fixed Object
46 Work Zone Maintenance Equipment
47 Unknown Fixed Object
48 Other
49 Unknown

FIRST HARMFUL EVENT

1 A | 1 B

Of the Sequence of Events – Which one is the First Harmful Event (1-4)

MOST HARMFUL EVENT

1 A | 1 B

Of the Sequence of events – Which one is the Most Harmful event (1-4)

SPEED DETECTED

1 A | 1 B

1 Stated
2 Estimated Speed

SPEED

15 A
0 B

POSTED SPEED

35 A | 35 B

TRAFFIC CONTROL

12 A | 12 B

01 No Controls
02 Stop Sign
03 Yield Sign
04 Traffic Signal
05 Traffic Flashers
06 School Zone
07 Railroad Crossbucks
08 Railroad Flashers
09 Railroad Gates
10 Construction Barricade
11 Police Officer
12 Pavement Markings
13 Crosswalk Lines
14 Walk/Don't Walk Signal
15 Traffic Control Device Inoperative, Missing, Obscured
16 Other

DIRECTION

From	To	From	To
3	4	3	4

1 North
2 South
3 East
4 West
5 Northeast
6 Northwest
7 Southeast
8 Southwest
9 Unknown

CONDITION

1 A | 1 B

1 Apparently Normal
2 Physical Impairment
3 Emotional
4 Illness
5 Fell Asleep, Fainted, Fatigued, Etc
6 Under The Influence Of Medications/Drugs/Alcohol
7 Other
8 Unknown

ALCOHOL/DRUG SUSPECTED

1 A | 1 B

1 None
2 Yes – Alcohol Suspected
3 Yes – HBD Not Impaired
4 Yes – Drugs Suspected
5 Yes – Alcohol / Drugs Suspected
6 Unknown

ALCOHOL TEST STATUS

1 A | 1 B

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

ALCOHOL TEST TYPE

1 A | 1 B

1 None
2 Blood
3 Urine
4 Breath
5 Other

ALCOHOL TEST RESULT

[ ] A
[ ] B

DRUG TEST STATUS

1 A | 1 B

1 None
2 Test Refused
3 Test Given, Contaminated Sample/Unusable
4 Test Given, Results Known
5 Test Given, Results Unknown
6 Unknown

DRUG TEST TYPE

1 A | 1 B

1 None
2 Blood
3 Urine
4 Other

DRUG TEST 1&2 RESULT

A		B	
1	2	1	2

1 None
2 Marijuana
3 Cocaine
4 Opiates
5 Amphetamines
6 PCP
7 Other
8 Unknown at Time Of Reporting

TYPE OF INTERSECTION

03

01 Not An Intersection
02 Four-Way Intersection
03 T-Intersection
04 Y-Intersection
05 Traffic Circle/Roundabout
06 Five-point, Or More
07 On Ramp
08 Off Ramp
09 Crossover
10 Driveway/Access
11 Railway Grade Crossing
12 Shared-Use Paths Or Trails
13 Unknown

OCCURRENCE

1

1 On Roadway
2 On Shoulder
3 In Median
4 On Roadside
5 On Gore
6 Outside Trafficway
7 Unknown

ROAD CONTOUR

1

1 Straight Level
2 Straight Grade
3 Curve Level
4 Curve Grade

ROAD CONDITIONS

Primary	Secondary
01	

01 Dry
02 Wet
03 Snow
04 Ice
05 Sand, Mud, Dirt, Oil, Gravel
06 Water (Standing, Moving)
07 Slush
08 Debris**
09 Rut, Holes, Bumps, Uneven Pavement **
10 Other
11 Unknown
**Secondary Road Conditions ONLY

Supplement * 'X' if Yes [ ]

Local Report # * 3051187

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Narrative

UNIT #2 WB ON W. 8TH ST STOPPED TO TURN LEFT ONTO BURKS ST. WAS STRUCK IN REAR BUMPER BY UNIT #1 ALSO WB ON W. 8TH ST.

Manner of Collision or Impact: 2
1 Not Collision Between Two Vehicles in Transport
2 Rear-End
3 Head-On
4 Rear-to-Rear
5 Backing
6 Angle
7 Sideswipe, Same Direction
8 Sideswipe, Opposite Direction
9 Unknown

School Bus Related: 1
1 No
2 Yes, Directly Involved
3 Yes, Indirectly Involved
4 Unknown

Work Zone Related: 1
1 No
2 Yes
3 Unknown

Type Of Work Zone:
1 Lane Closure
2 Lane Shift/Crossover
3 Work On Shoulder Or Median
4 Intermittent/ Moving Work
5 Other

Location Of Crash In Work Zone:
1 Before First Work Zone Warning Sign
2 Advance Warning Area
3 Transition Area
4 Activity Area

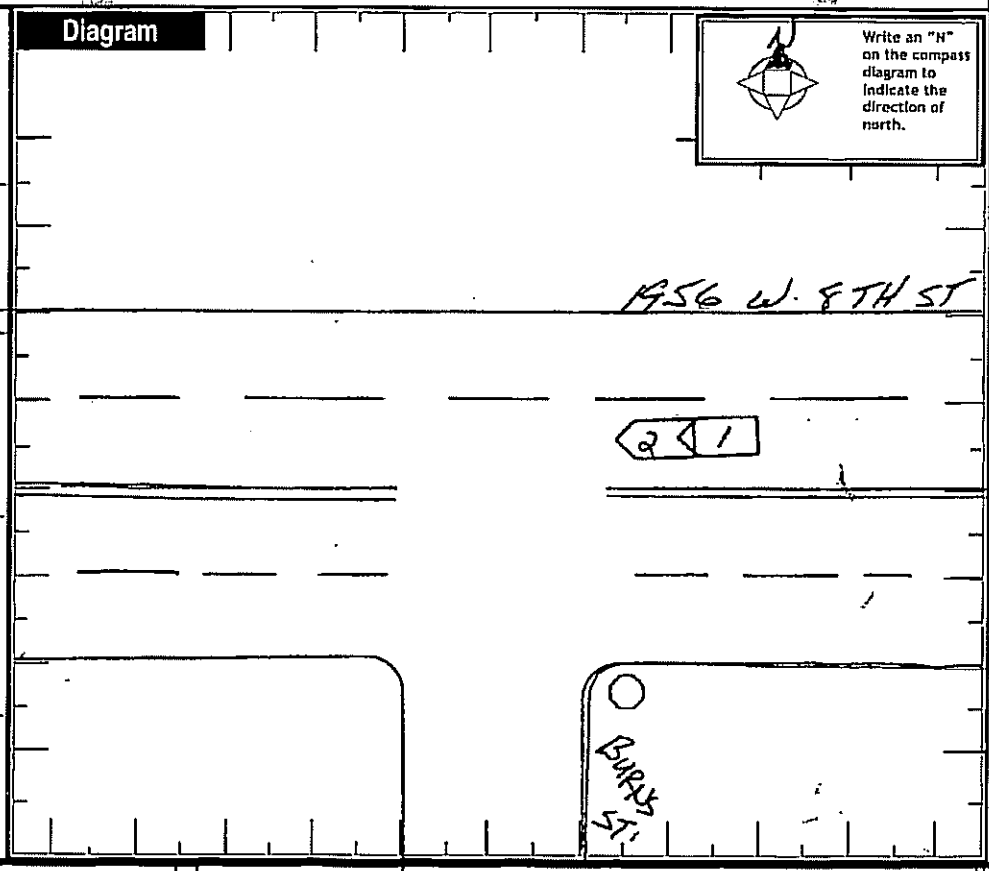
Workers Present:
1 No
2 Yes
3 Unknown

Weather: 01
01 Clear
02 Cloudy
03 Fog, Smog, Smoke
04 Rain
05 Sleet, Hail (Freezing Rain Drizzle)
06 Snow
07 Severe Crosswinds
08 Blowing Sand, Soil, Dirt, Snow
09 Other
10 Unknown

Light Conditions: Primary: 1 Secondary:
1 Daylight
2 Dawn
3 Dusk
4 Dark – Lighted Roadway
5 Dark – Not Lighted
6 Dark – Unknown Lighting
7 Glare
8 Other
9 Unknown

Diagram

Write an "N" on the compass diagram to indicate the direction of north.



Truck/Bus

Unit #:

The Crash INVOLVED one or more of the following:
A truck (motor vehicle) with a GVWR more than 10,000 pounds; or
A truck (motor vehicle) with a hazardous materials placard; or
A bus designed for at least 8 persons, including driver.

AND

The Crash RESULTED in one or more of the following:
A fatality; or
An injury requiring transportation for immediate medical treatment; or
At least one vehicle was towed due to disabling damage or required intervening assistance before proceeding under its own power.

Company (From Shipping Papers):
Company Phone:
Address (Street, City, St, Zip Code):

US DOT | ICC MC | PUCO | Trailer LP St. | Trailer LP Year | Trailer LP # | Placard # | HM

Cargo Body Type:
01 Not Applicable
02 Bus (9-15 Including Driver)
03 Van/Enclosed Box
04 Grain/Chips/Gravel
05 Pole
06 Cargo Tank
07 Flatbed
08 Dump
09 Concrete Mixer
10 Auto Transporter
11 Garbage/Refuse
12 Other
13 Unknown

Weight (GVWR):
1 Less/Equal 10,000
2 10,001 - 26,000
3 More Than 26,000

CDL Class:
1 Class A
2 Class B
3 Class C
4 Class M
5 Class D

Hazardous Materials Placard:
1 No
2 Yes
3 Unknown

Hazardous Materials Released:
1 No
2 Yes
3 Not Applicable
4 Unknown

Police Action

Date Crash Reported	Time Rec Call	Dispatch	Arrived	Cleared	Other	Total Minutes
04/14/2005	0720	0721	0739	0821	20	60

Officer's Name*: P.O. MAURICE OBRIEN
Badge # *: P472
Checked By: R. ADAMS, S-15
Date Report Filed *: 04/14/2005

Report Taken By: 1 (1 Police Agency, 2 Motorist)
Report Taken At: 1 (1 Scene, 2 Station, 3 Other)
Supplement (X" If Yes) *:
Local Report # *: 30511187

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3138240	HAM	14	00461	1	HAM 0008	25942	00/	6	322	3	90	040.3	241	150	3	3	78.9		071805	8A	RAILROAD TRACKS		
3139824	HAM	14	ROSEA	1	N	84938	99/	6	171	1	24	029.8	26	150	3	3	94.9		051805	8A	SAND RUN CREEK		
3136388	HAM	15	ANTHY	1	HAM 3821	15000	92/	6	322	2	72	036.0	145	150	3	3	97.1		041106	8A	MILL CREEK		
3136426	HAM	15	BEEKM	1	HAM 2961	15000	12/95	6	321	1	52	040.0	54	150	3	3	97.7		040406	8A	WEST FORK CHANNEL (BEEK		
3137600	HAM	15	BENSN	1	HAM 0000	44366	09/92	4	154	1	75	031.0	100	100	3	3	70.4	FO	071205	7A	EAST FORK OF MILL CREEK		
3136450	HAM	15	BERKS	1	HAM 5091	15000	86/	6	195	1	19		25	150	3	3	97.7*		060805	7A	TRIBUTARY CLOUGH CREEK		
3137430	HAM	15	BLOME	1	HAM 0157	76582	88/90	6	321	1	79	012.8	94	150	3	3	61.0	FO	070705	5A	CREEK	INH(BLOME RD	
3136620	HAM	15	BURNS	1	HAM 2916	15000	29/	U	364	3	86	021.1	191	125	3	3	85.0	FO	050906	6A	RAILROAD (AT EIGHTH ST)		
3136442	HAM	15	CENTR	1	HAM 3421	15000	29/63	4	121	3	50	027.0	150	125	3	3	62.2	FO	042006	5A	MILL CREEK (CENTER HILL		
3136248	HAM	15	CLARK	1	HAM 0003REA	65732	18/82	6	231	2	42	024.0	94	150	3	3	69.8		071205	5A	MILLCREEK--REA(CLARK ST		
3136353	HAM	15	CLIFT	1	HAM 3261	15000	35/	2	322	2	65	036.0	126	100	3	3	52.6	FO	042706	5A	MILL CREEK (CLIFTON AV)		
3138410	HAM	15	COLMB	1	HAM 0029	65732	86/	6	322	3	60	028.0	151	150	3	3	82.4		071205	7A	MILLCREEK		

STRUCT. NO.	COU	ROUTE	UNIT	NUMBER	FIPS CODE	YEAR BUILT	DES LD	BRG TYP	NO. SPN	MAX SPAN	RDWY WIDTH	O/A LENGTH	PCT LGL	RESP I	RESP M	SUFF. RATING	DATE INSP	GEN. COND	FEATURE INTERSECTED	BAR
3137899	HAM	15 COLMB	1	HAM 0079REA	65732	18/	U	395	1	15		15	150	3	3	72.3*SD	071405	4A	CREEK---REA(COLUMBIA AV	
3138038	HAM	15 CORNE	2	HAM 0015	71892	03/	6	195	1	18		20	150	3	3	98.6*	042605	9A	CREEK	
3137953	HAM	15 CREEK	1	HAM 0034SHA	71892	27/	U	395	1	27		32	150	3	3	97.6*	080105	6A	CREEK-------SHA(CREEK R	
3136574	HAM	15 EFORK	1	HAM 4761	15000	52/	5	121	1	48	020.0	54	025	3	3	32.0 SD	041106	5P	LITTLE DUCK CREEK	
3136604	HAM	15 EIGHT	1	HAM 0281	15000	29/	U	364	1	86	056.0	95	125	3	3	77.9	FO 050906	5A	RAILROAD (W OF VIADUCT)	
3136582	HAM	15 EIGHT	1	HAM 0310	15000	29/	U	363	79	75	056.0	2723	100	3	3	38.1 SD	120803	3A	MILL CREEK RR EVANS ST	
3136310	HAM	15 ELIDT	1	HAM 0020	02428	05/	7	121	1	82	032.0	85	150	3	3	IDA *			W BR MILL CREEK	
3138186	HAM	15 ELM	1	HAM 0112TPK	76428	27/83	6	231	1	47	021.0	51	150	3	3	80.7	FO 011206	7A	ABANDONED RR--TPK(ELM R	
3138151	HAM	15 ELMST	1	HAM 0007	76428	97/	6	195	1	25		48	150	3	3	87.5*	092104	9A	NO DATA	
3137929	HAM	15 FURMN	1	HAM 0095REA	65732	34/	U	195	1	20		22	150	3	3	99.9*	071205	7A	CREEK-----REA(FUHRMAN R	
3136612	HAM	15 GALBR	1	HAM 0823	15000	49/	4	322	4	85	054.0	306	100	3	3	68.7	041105	6A	ANTHONY WAYNE NYC RR	
3136337	HAM	15 HOPPL	1	HAM 0547	15000	16/86	5	221	27	78	049.2	1926	150	3	3	62.5	FO 051605	7A	SPRG GRV&MILL CK(HOPPLE	
3136671	HAM	15 KENDY	1	HAM 4511	15000	33/	U	321	7	54	030.0	210	100	3	3	47.6 SD	042705	4A	RAILROAD	
3136728	HAM	15 MADSN	1	HAM 0410	15000	29/92	6	231	1	38	042.6	42	150	3	3	79.5	FO 050306	8A	DUCK CREEK	
3136744	HAM	15 MARBG	1	HAM 4241	15000	32/66	4	121	3	40	040.0	114	100	3	3	40.0 SD	062105	4A	N&W RR	(MARBURG A
3138259	HAM	15 MOHLR	1	HAM 0001BLA	07300	00/85	6	231	1	16	032.3	19	150	3	3	99.9	052305	8A	CREEK------BLA(MOHLER R	
3138313	HAM	15 MO369	1	HAM 0004	55678	54/	U	195	1	11		13	100	3	3	89.2*	071905	6A	CREEK(LITTLE DRY RUN RD	
3136795	HAM	15 NBEND	1	HAM 0436	15000	51/	4	322	3	49	044.0	121	100	3	3	68.5	FO 050906	6A	KIRBY RD	
3137139	HAM	15 NBEND	1	HAM 3631	15000	95/	5	322	2	85	036.0	174	150	3	3	80.2	FO 042706	9A	MILL CREEK	
3137686	HAM	15 PFEIF	1	HAM 0071	51716	69/	5	231	1	38	049.2	40	150	3	3	98.6	102905	7A	NORTH BRANCH SYCAMORE C	
3136817	HAM	15 PLAIN	1	HAM 4762	15000	15/	4	155	1	22	040.0	22	100	3	3	71.0	FO 041106	6A	LITTLE DUCK CREEK (PLAI	
3136868	HAM	15 REDBK	1	HAM 0065	15000	70/	U	195	1	18		20	100	3	3	54.3*FO	060605	7A	DEERFIELD CHANNEL S OF	
3136841	HAM	15 REDBK	1	HAM 0123	15000	69/	0	195	1	15		17	150	3	3	83.7*	060605	6A	DEERFIELD CHANNEL	

BALKE AMERICAN

PROJECT Eighth Street Viaduct PROJ. NO. 6030805
SUBJECT Walk, Support Beam, & Bracket Check
COMP BY ms DATE 9/7/2006 CHKD. BY _____ DATE _____

Sidewalk

Span..... 3.38 ft.
Thickness. 7.00 in. (min.)

Concentrated load..... 20.80 kips
plus impact
Uniform load..... 85.00 psf

Dead Load Moment.... 0.12 ft.-k.
Max. Live Load Mom... 3.49 ft.-k.

From concrete beam analysis, required rebar is #7 @ 12".

Shear capacity is considered satisfactory since moments are in accordance with AASHTO 3.24.3

Support Beam

Span..... 6.00 ft.
Width..... 12.00 in.
Height..... 10.00 in.

Wt. / ft. of railing
ODOT..... 325.00 plf

Dead Load Moment.... 2.47 ft.-k.
Live Load Moment..... 17.56 ft.-k.
(for wheel load)

From concrete beam analysis, required rebar is 2 - #6 bars, top and bottom, treating beam and walk as total beam depth. This is more steel than in original beam.

Dead Load Shear..... 2.47 k
Live Load Shear..... 14.64 k

Requires stirrups at 6" c/c.

Existing Cantilever Beam

Span..... 6.25 ft.
Width..... 10.00 in.
Height..... 39.00 in.

Dead Load Reaction from support beam..... 4.73 k
Live Load Reaction from support beam..... 14.64 k

Dead Load Moment..... 35.12 ft.-k.
Live Load Moment..... 84.16 ft.-k.

The existing reinforcing in the cantilevered beams will not support this loading.

SERVICE REQUEST

Date: 1/02/01 Time: 13:25 SERVICE# 39312

SERVICE REQUESTED FROM:

Name: Callahan, Chris
Address:
City: Price Hill
Zip Code:

Telephone:
Work Phone:
Received By: Robinson

Service Requested: 13 STEPS & VIADUCT
Division Advised: 4 ENGINEERING
REFERRED TO ENGINEERING - PAUL CONWAY

REQUEST:

asphalt is buckling on both sides of the viaduct. Areas are raised about 8 inchs in some spots

Road Name: 8TH ST E PUP-MON House #:
Between: Viaduct And

RESPONSE: The asphalt buckling on the viaduct is due to water infiltrating under the asphalt at the curb line and joints and then freezing beneath the pavement. The asphalt has heaved only along the curb line in several locations. Currently there are no significant hazards associated with the condition. Condition will be monitored. Repairs scheduled for spring unless condition worsens.

Bill Shfai

Serviced by: Date Completed: 1/2

Field Location if Not at Intersection:

Miles Feet of 8TH ST E PUP-MON Road

Dispatch
Time: 13:31 Date: 1/02/01 Crew: KRUSLING

5781

SERVICE REQUEST

Date: 5/17/04 Time: 13:19 SERVICE# 82698

SERVICE REQUESTED FROM:

Name: Mack, Tom
Address: NOD Employee
City: Queensgate
Zip Code:

Telephone: (000) 383-2700
Work Phone:
Received By: Gillism

Service Requested: 39 STREET REHAB
Division Advised: 4 TRANSPORTATION & ENGINEERING
REFERRED TO ENGINEERING - VICTOR GAY

Priority: 4-SEND BY MAIL

REQUEST:

The entire length of the viaduct needs to be repaved or rehabbed. It is in terrible condition.

Road Name: 8TH STR. VIADUCT (739) House #:
Between: IB and OB the entire And viaduct

RESPONSE:

The City is working with the Ohio Department of Transportation and Hamilton County to secure funds and develop plans for a major rehabilitation contract for the 8th Street Viaduct. Construction is scheduled for 2007. In the interim, spot deck patching will be performed

Serviced by: [signature] Date Completed: 5/26/04

Field Location if Not at Intersection:
Miles Feet of 8TH STR. VIADUCT (739) Road

Dispatch
Time: 0:00 Date: / / Crew:

Phoned Mark Kunze at Troop 4 he said he would have the asphalt crews do some patching.

Steve Gressel
5/27/04

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK		3136582	3 D
Inspected By: STEPHEN C. GRESSEL, P.E.		PE:PE Init:SCG	Date:08/16/2006
Signature:			
Reviewed By:		PE: Init:	Date: / /
Signature:			
Bridge #: COUNTY #21	Insp Resp: COUNTY	Maint Resp: COUNTY	
County: HAM Route: EIGHT	Unit: 0310	BrType (Main/Appr Spans): 371 /	Year Built: 2900
Survey: 1NNN1N0N		Needs to be Inventoried By:	
Load Rating %: 100	Load Rating Analyst Initials:	Load Rating Analysis Date: / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-58-41 TO 101			

1	FLOOR: Water sat; trans. & long. cracks w efflor; spalls w exp. reinf; dip in struct. @ S over CON'T	2
	Deck Notes BELOW	
2	WEARING SURFACE: Asphalt overlay deter. @ curbline - raised @ S curbline W of Mill Creek; slurry	2
	sealed (1997).	
3	CURBS, SIDEWALKS & WALKWAYS: Trans. cracks; efflor; spalls; scaling; delams. in curb & s/w.	2
5	RAILING: Vert. cracks; light pole bases rusted; fascia spalled; spalls on brackets & bases; CON'T Deck	2
	Notes BELOW	
6	DRAINAGE: 65 scuppers & inlets; some w d/s. 3 d/s broken; d/s missing sections @ N side by police	2
	facility.	
7	EXPANSION JOINTS: Some leakage; slightly raised; long. cracks; some displacement of exp. mat'l.	2
8	DECK SUMMARY:	5
9	STR.ALIGNMENT: Dip at both N & S sides over Mill Creek.	1
10	BEAMS/GIRDERS/SLAB: Large spall on fascia beams over creek, cracks & spalls elsewhere; CON'T	2
	Superstructure Notes BELOW	
11	DIAPHRAMS/CROSSFRAMES: Spalls.	2
12	JOISTS/STRINGERS: Present only @ a few locations; conc. encased.	1
13	FLOOR BEAMS: Conc. encased - present only @ a few isolated locations.	1
14	FLOOR BEAM CONNECTIONS: Conc. encased.	1
24	BEARING DEVICES: Rust.	2
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Redundant, not fatigue prone	5
33	ABUTMENTS: Gunite repairs; cracks; efflor; gunite spalling near corners.	2

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK		3136582	3 D
Inspected By: STEPHEN C. GRESSEL, P.E.	PE: PE Init: SCG	Date: 08/16/2006	
Signature:			
Reviewed By:	PE: Init:	Date: / /	
Signature:			
Bridge #: COUNTY #21	Insp Resp: COUNTY	Maint Resp: COUNTY	

34	ABUTMENT SEATS: Gunite repairs (1992).	2
35	PIERS: Vert. cracks w ext. efflor; corner spalls; metal corner plates corr; spalls w exp. CON'T	3
	Substructure Notes BELOW	
36	PIER SEATS: Integral; gunite repairs (1992).	
37	BACKWALLS: Vert. cracks, horiz. cracks @ base d/t approach pvmt. thrust.	3
38	WINGWALLS: Cracking w efflor.	2
40	SUB.SCOUR: October 2002 diving inspection. Type: 3	1
42	SUBSTRUCTURE SUMMARY:	3
51	CHA.ALIGNMENT:	1
53	WATERWAY ADEQUACY: Slight sediment built up E of E pier in channel; flow debris on E pier.	1
54	CHANNEL SUMMARY:	7
55	PAVEMENT: Asphalt overlayed (1997); map cracking/potholes forming; some cracks almost sealed.	
56	APPROACH SLABS: Overlayed; not visible; crushing BW.	2
57	GUARDRAIL: Same conc. railing as on bridge; no true approach rail; vert. cracks.	2
60	APPROACHES SUMMARY:	6
62	WARNING SIGNS: Posted 9'-6" VC @ E; posted 12'-3" VC @ W; E signs covered w gunite.	2
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	3 D

Deck Notes:

FLOOR CON'T: Mill Creek; heavy sat. @ conc. plant; heavy sat. @ N near police facility.

RAILING CON'T: broken rail @ NE approach; minor impact damage @ S; loose section @ NE.

Superstructure Notes:

BEAMS/GIRDERS/SLAB CON'T: some gunited (1994); ext. scrapes on bottom from truck traffic.

BRIDGE NAME / INSPECTION ITEM			SFN	RATING
EIGHTH STREET VIADUCT OVER EVANS ST. MILL CREEK			3136582	3 D
Inspected By: STEPHEN C. GRESSEL, P.E.		PE: PE Init: SCG	Date: 08/16/2006	
Signature:				
Reviewed By:		PE: Init:	Date: / /	
Signature:				
Bridge #: COUNTY #21	Insp Resp: COUNTY	Maint Resp: COUNTY		

Substructure Notes:

PIERS CON'T: corr. reinf. & main rebar LOS; some ties rusted completely thru @ exp. jts; spalling bet. piers; up to 20% LOS of pier columns.

General Notes:

1973 Repairs and gunite repairs: 22-26-11 to 53

Maintenance Items:

1) Remove delam. conc.
2) Repair delam. on walk & spall @ curb.
3) Repair exp. jts. where rutted & gouged.
4) Repair heaved asphalt @ S curbline W of Mill Creek.
5) Clean drainage system.
6) Remove vines on piers @ SW.
7) Repair beams where spalled.
8) Repair piers - esp. @ exp. jt. piers & pier corners.
9) Install pressure relief jts. (at least @ E).
10) Remove veg. growing in jnt. @ E abut.
11) Chip bracket - N side near bottom of Burns St. Ramp.

Inspection Notes:

1) Spans 17 to 18 and 29 to 30 have structural steel and floor system, all other spans are concrete.
2) Evans Street stairs at south repaired by HMD (1996). Stairs @ N. closed.
3) Preparing plans for rehabilitation. 4) Consider redirecting water that goes over CSX tracks near Mill Creek w/ upcoming proposed rehabilitation.

Sidewalk at S. side of bridge on Burns collapsed - does not appear to be bridge related - notifed J. Clark.

Temp. shores installed @ piers 15, 19 & 27.

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
EIGHTH STREET OVER RAILROADS, WEST OF EIGHTH ST. VIADUCT		3136604	5 A
Inspected By: STEPHEN C. GRESSEL, P.E.		PE: PE Init: SCG	Date: 05/09/2006
Signature:			
Reviewed By:		PE: Init:	Date: / /
Signature:			
Bridge #: COUNTY #20	Insp Resp: COUNTY	Maint Resp: COUNTY	
County: HAM Route: EIGHT	Unit: 0281	BrType (Main/Appr Spans): 364 /	Year Built: 2900
Survey: 00001NNN		Needs to be Inventoried By:	
Load Rating %: 125	Load Rating Analyst Initials:	Load Rating Analysis Date: / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-26-11 TO 53			

1	FLOOR: Minor spalls w exp. reinf. steel - esp. under N s/w.	2
2	WEARING SURFACE: Patches; resurfaced (1997); potholes.	2
3	CURBS,SIDWLKS/WLK WAYS: Ext. scaling & spalling; tran. cracks; conc. patches w efflor; ext. delam.	2
5	RAILING: Minor spalls & cracks of encasing conc; efflor.	2
6	DRAINAGE: Street inlets off bridge.	1
7	EXPANSION JOINTS: Leakage; sep. bet. asphalt wearing surface & jt.	2
8	DECK SUMMARY:	5
9	STR.ALIGNMENT:	1
10	BEAMS/GIRDERS/SLAB: Spalling of encasing conc; efflor. w 10" stalactites in some loc; cracking & delam. along TF.	2
11	DIAPHRAGMS/CROSSFRAMES: Cracks & spalls - part. @ W end.	2
13	FLOOR BEAMS: Cracking & spalling of encasing conc; gunite repairs.	2
14	FLOOR BEAM CONNECTIONS: Minor cracking of encasing conc; gunite repairs.	1
24	BEARING DEVICES: Ext. corr; initial LOS; cracks & spalls in all int. conc. bearings; retaining nut on pin ext. corr.	3
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Rehab plans filed 22-26-11 to 53; original plans in 8th St. drawer; not red.; not fat. prone.	5
33	ABUTMENTS: Cracks w efflor; gunite repairs.	1
34	ABUTMENT SEATS: Gunite repairs; some new cracks w efflor; spalling @ W.	2

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
EIGHTH STREET OVER RAILROADS, WEST OF EIGHTH ST. VIADUCT		3136604	5 A
Inspected By: STEPHEN C. GRESSEL, P.E.	PE: PE Init: SCG	Date: 05/09/2006	
Signature:			
Reviewed By:	PE: Init:	Date: / /	
Signature:			
Bridge #: COUNTY #20	Insp Resp: COUNTY	Maint Resp: COUNTY	

37	BACKWALLS: Gunite repairs; cracks w efflor.	1
38	WINGWALLS:	2
42	SUBSTRUCTURE SUMMARY:	7
55	PAVEMENT: Asphalt overlayed; cracks - some sealed; asphalt patches; map cracking.	2
57	GUARDRAIL: None provided; direct impact of thru girders possible.	
60	APPROACHES SUMMARY:	6
62	WARNING SIGNS: Missing end marker sign @ NE.	4
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	5 A

Inspection Notes:

Plans being prepared for superstructure replacement in 2007.

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
BURNS STREET RAMP OVER RAILROADS, WEST OF EIGHT ST. VIADUCT		3136620	6 A
Inspected By: STEPHEN C. GRESSEL, P.E.	PE: PE Init: SCG	Date: 05/09/2006	
Signature:			
Reviewed By:	PE: Init:	Date: / /	
Signature:			
Bridge #: CITY (ENG) #05	Insp Resp: CITY	Maint Resp: CITY	

36	PIER SEATS: For thru girder bridge only; vert. crack @ 1st pier from W.	2
37	BACKWALLS: Vert. & horiz. cracks w efflor. @ W abut.	2
38	WINGWALLS: Cracking; efflor; conc. deter; spalling; det. const. jts. @ NE & SE; exten. cracking @ SW.	3
42	SUBSTRUCTURE SUMMARY:	6
55	PAVEMENT: Asphalt overlayed; ext. cracking; appr. curbs, walks, & conc. deter. @ E; asphalt CON'T Approaches Notes BELOW	3
56	APPROACH SLABS: Asphalt overlayed; cracks in asphalt, apparently @ E end only; settlement @ E.	2
57	GUARDRAIL: Does not meet impact safety standards; direct impact of thru girders possible; same cond. as on bridge.	2
60	APPROACHES SUMMARY:	5
65	VERTICAL CLEARANCE:	1
66	GEN/APPRAIS/OPERATIONS: Condition:	6 A

Deck Notes:

RAILING CON'T: missing; section @ SW loose (top rail).

EXPANSION JOINTS CON'T: & walk; jt. differential; asphalt deter. around jts.

Superstructure Notes:

BEAMS/GIRDERS/SLAB CON'T: beams cracking w efflor. elsewhere; gunite repairs cracked; diag. crack @ SE fascia beam; some conc. delam. on int. girders.

Approach Notes:

PAVEMENT CON'T: patches @ E; some potholes.

General Notes:

Replacement to be performed w proposed future 8th St. Viaduct rehab (2007).

BRIDGE NAME / INSPECTION ITEM		SFN	RATING
BURNS STREET RAMP OVER RAILROADS, WEST OF EIGHT ST. VIADUCT		3136620	6 A
Inspected By: STEPHEN C. GRESSEL, P.E.		PE: PE Init: SCG	Date: 05/09/2006
Signature:			
Reviewed By:		PE: Init:	Date: / /
Signature:			
Bridge #: CITY (ENG) #05	Insp Resp: CITY	Maint Resp: CITY	
County: HAM Route: BURNS	Unit: 2916	BrType (Main/Appr Spans): 364 / 121	Year Built: 2900
Survey: 00000NNN		Needs to be Inventoried By:	
Load Rating %: 125	Load Rating Analyst Initials:	Load Rating Analysis Date: / /	
Inspection satisfies AASHTO Manual for Maintenance Inspection of Bridges "Routine Inspection" requirements.			
Not all main structural members were inspected within "arms reach" distance.			
File Location: 22-58-32 TO 40			

1	FLOOR: Water sat; cracks w efflor; spalls w exp. corr. reinf.	3
2	WEARING SURFACE: Asphalt overlayed; cracking; small pothole; asphalt patched.	2
3	CURBS,SIDWLKS/WLK WAYS: Cracks & spalls; conc. repairs.	3
5	RAILING: Paint fading; minor corr; dec. metal railing; damaged @ NE ramp; 1 section @ E end CON'T	3
	Deck Notes BELOW	
6	DRAINAGE: Street inlets off bridge.	1
7	EXPANSION JOINTS: Fel-Pro joints heaved; 2 section missing @ W; seepage; pier jts. open @ curbs	3
	CON'T Deck Notes BELOW	
8	DECK SUMMARY:	5
9	STR.ALIGNMENT:	1
10	BEAMS/GIRDERS/SLAB: Conc. encasement crushing & deter. @ corners @ W abut; conc. facia	2
	CON'T Superstructure Notes BELOW	
13	FLOOR BEAMS: Ext. cracking w efflor. of conc. encase; gunite repairs cracking & spalling.	2
14	FLOOR BEAM CONNECTIONS: Cracks in conc. encase. w minor exp. corr. reinf. top of abut. seat.	2
24	BEARING DEVICES: Ext. corr. inhibiting exp. @ W abut; initial LOS.	3
31	LIVE LOAD RESPONSE:	S
32	SUPERSTRUCTURE SUMMARY: Rehab plans filed 22/26/11 - 53 orig. plans in 8th St. drawer; not	6
	redun.; not fat. prone.	
33	ABUTMENTS: Minor cracks & spalls.	2
34	ABUTMENT SEATS: For thru girder bridge only.	1
35	PIERS: Random cracking w efflor; gunite repairs, seepage @ exp. jts; delam. @ W face, W pier.	2

EIGHTH STREET VIADUCT

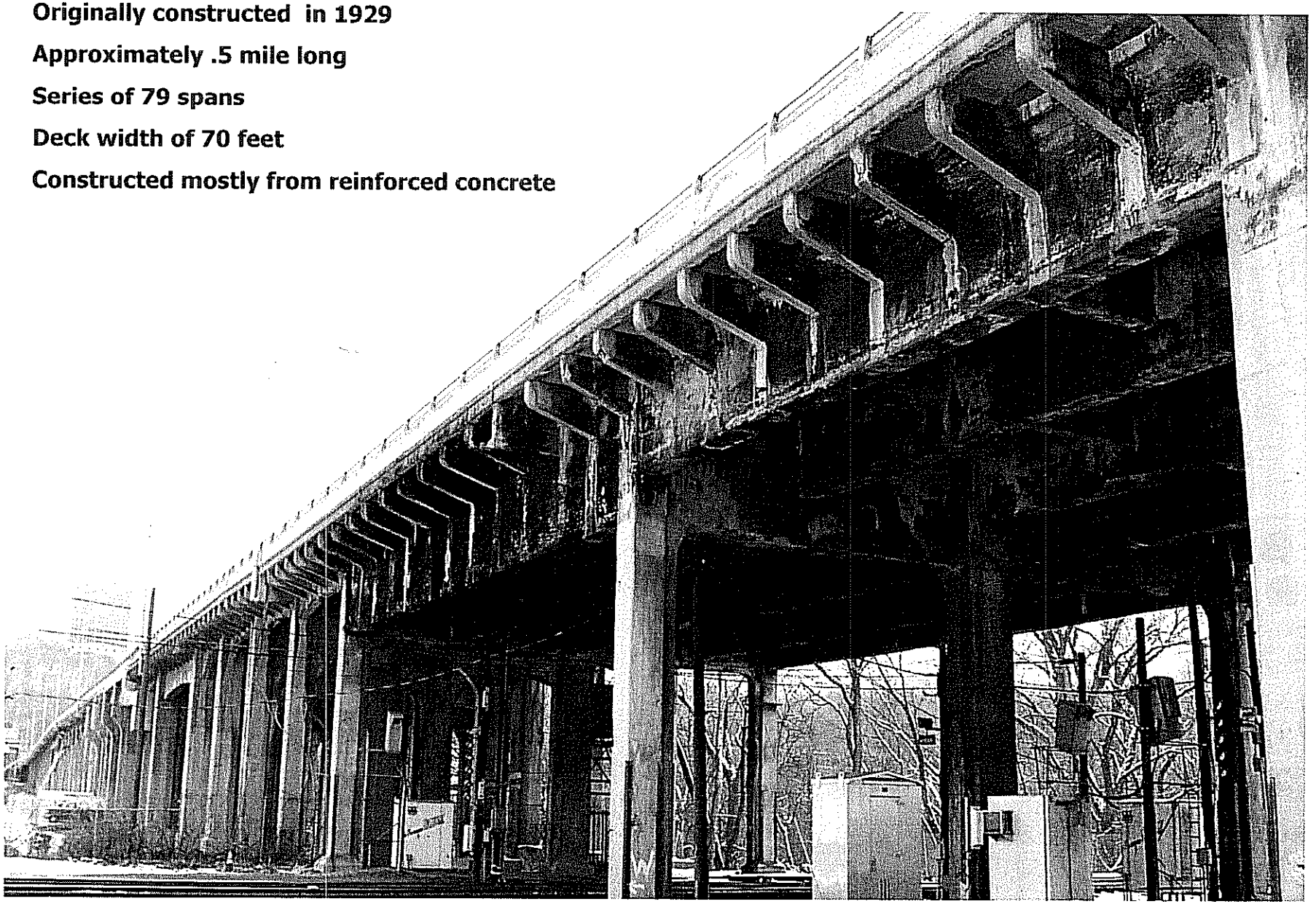
Originally constructed in 1929

Approximately .5 mile long

Series of 79 spans

Deck width of 70 feet

Constructed mostly from reinforced concrete



Eighth Street Viaduct

Overview of Viaduct – looking east

Eighth Street Viaduct

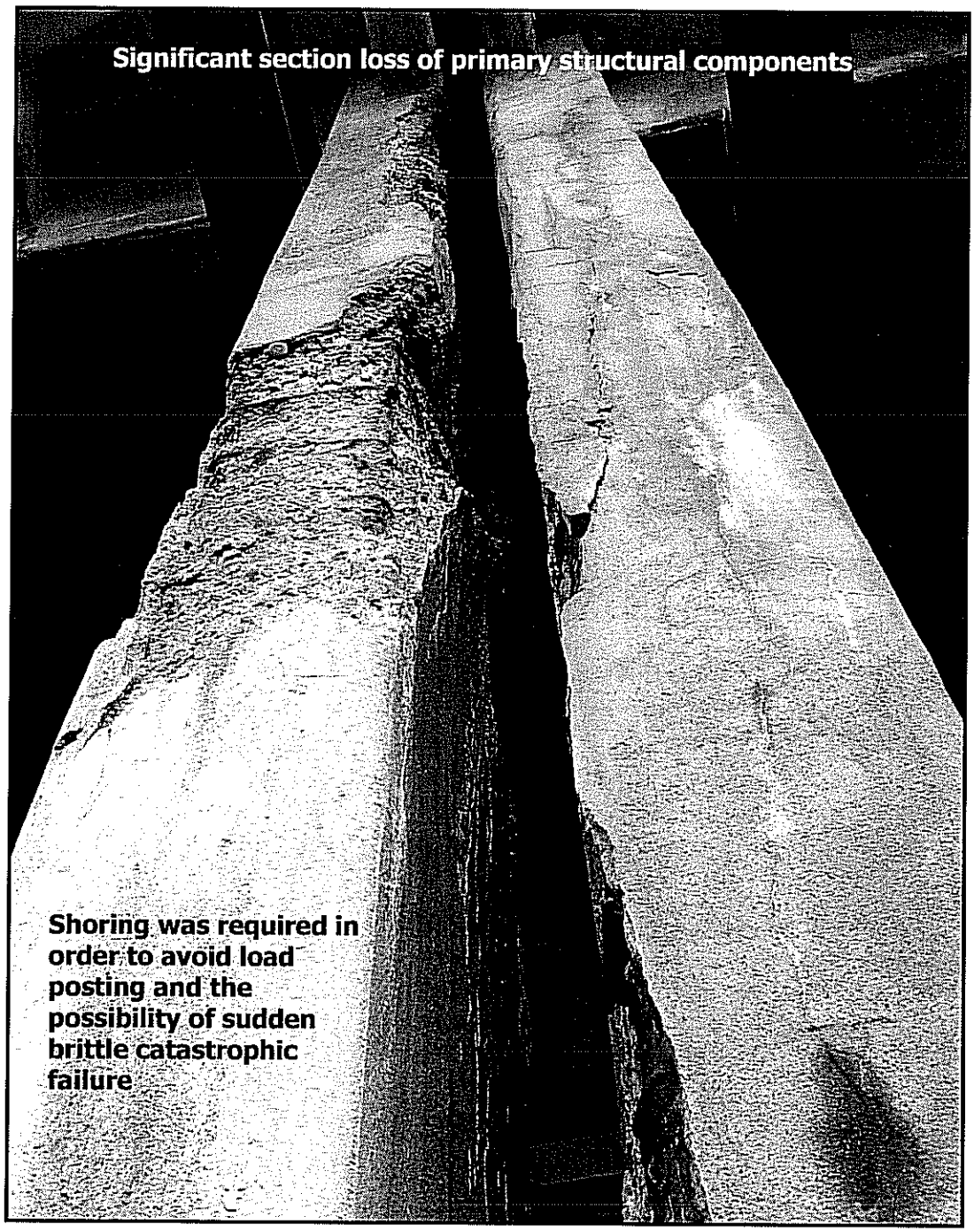
West terminus of project – looking east

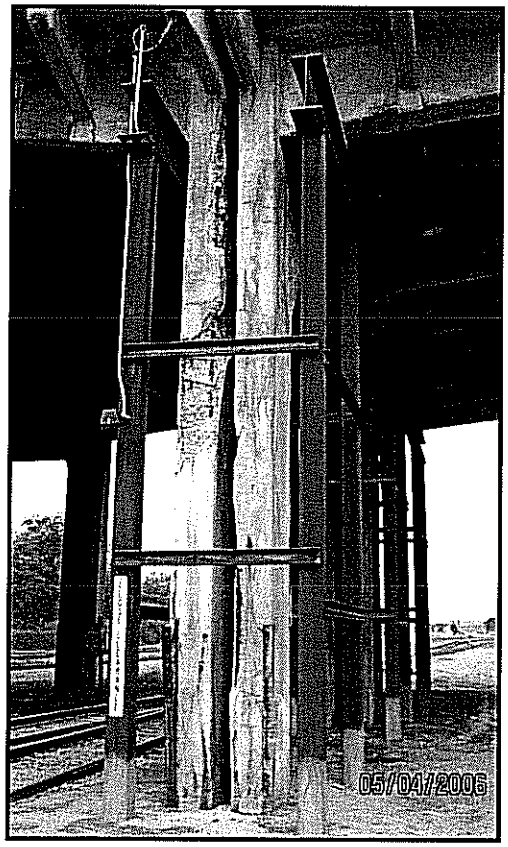
Eighth Street Viaduct

East terminus of project – looking east

Eighth Street Viaduct

East terminus of project – looking west


Significant section loss of primary structural components
Shoring was required in order to avoid load posting and the possibility of sudden brittle catastrophic failure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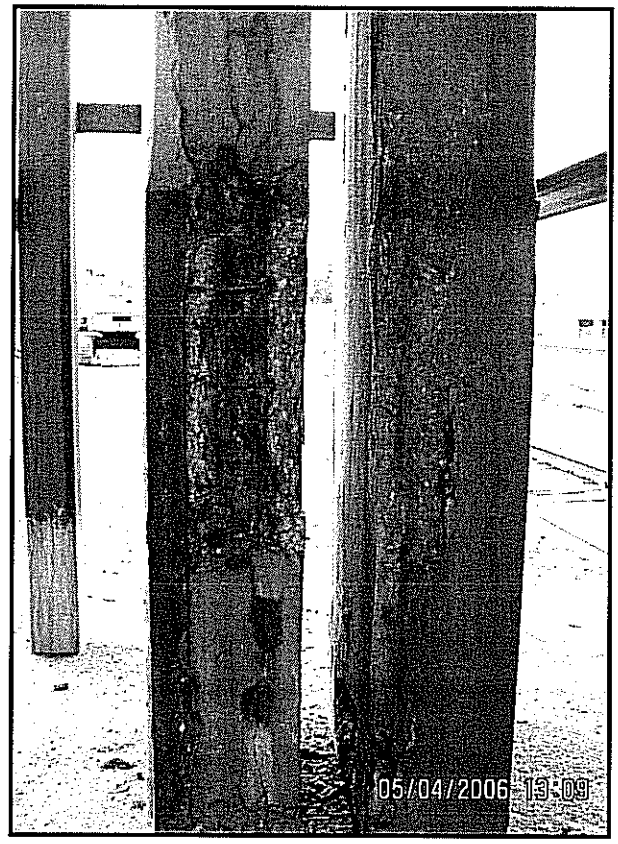
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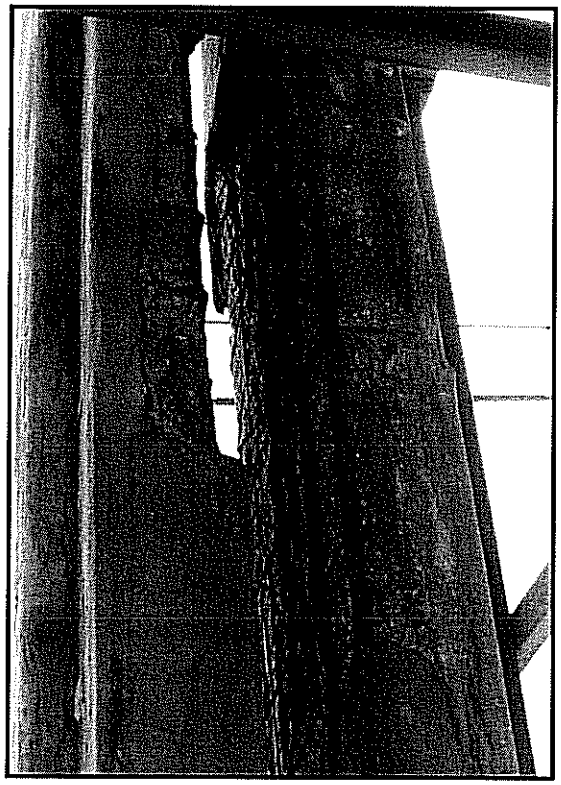
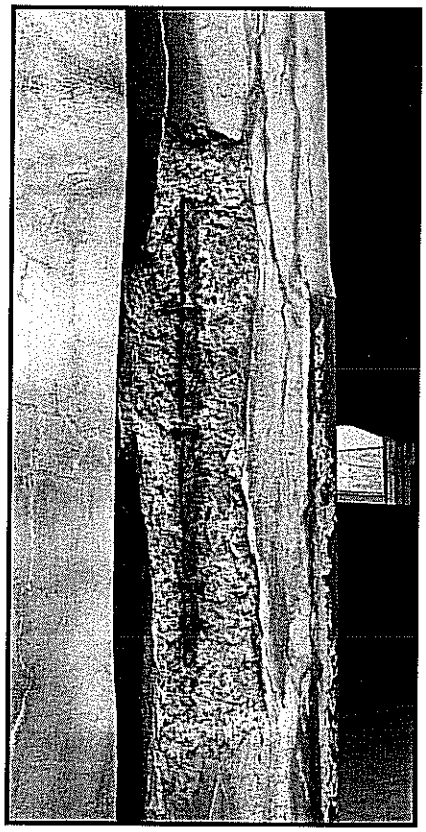
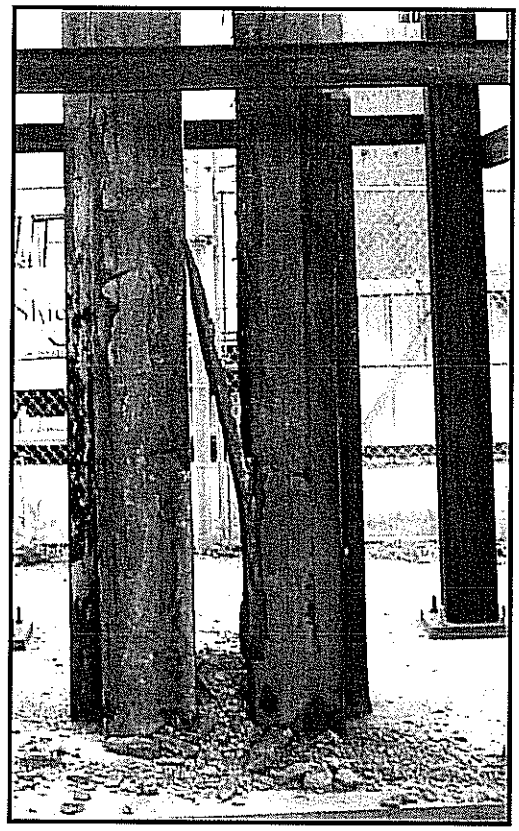
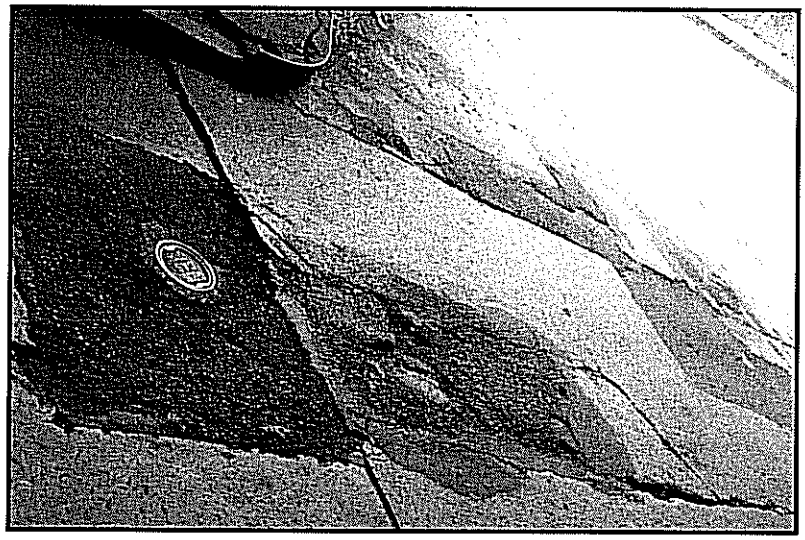
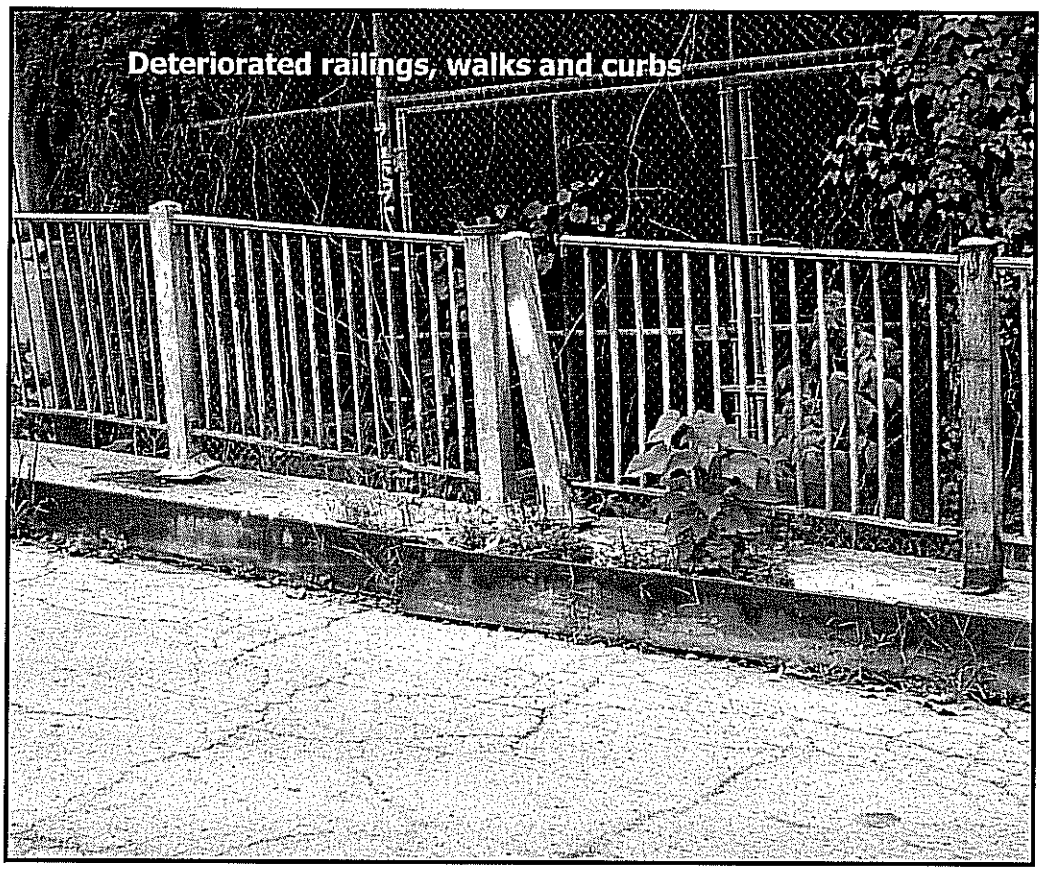


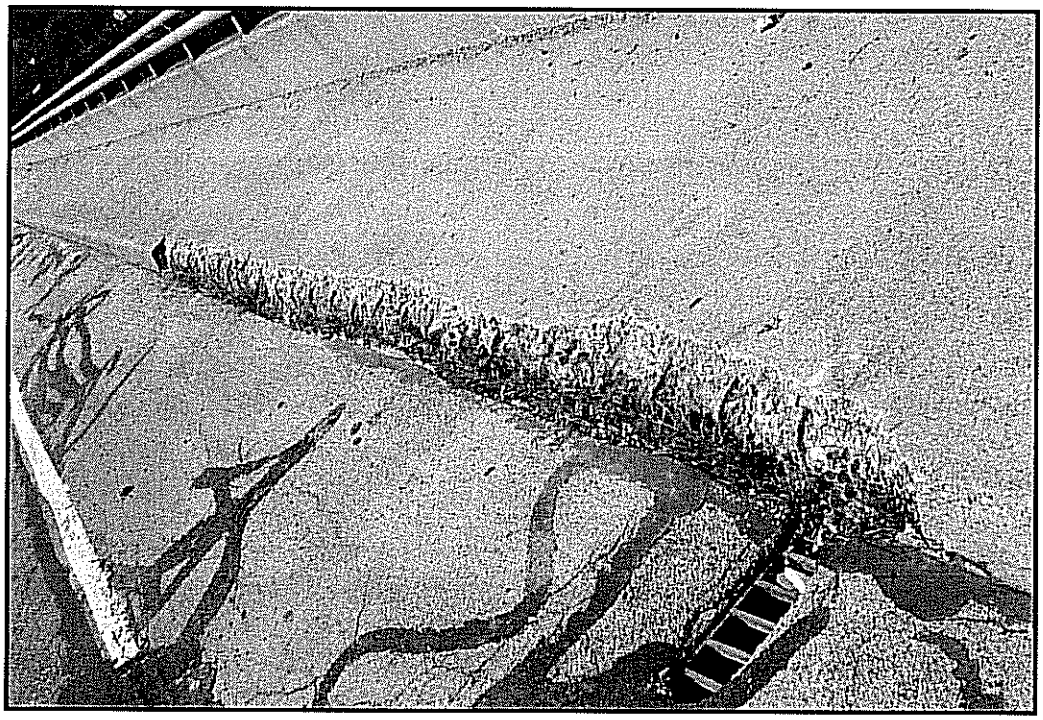


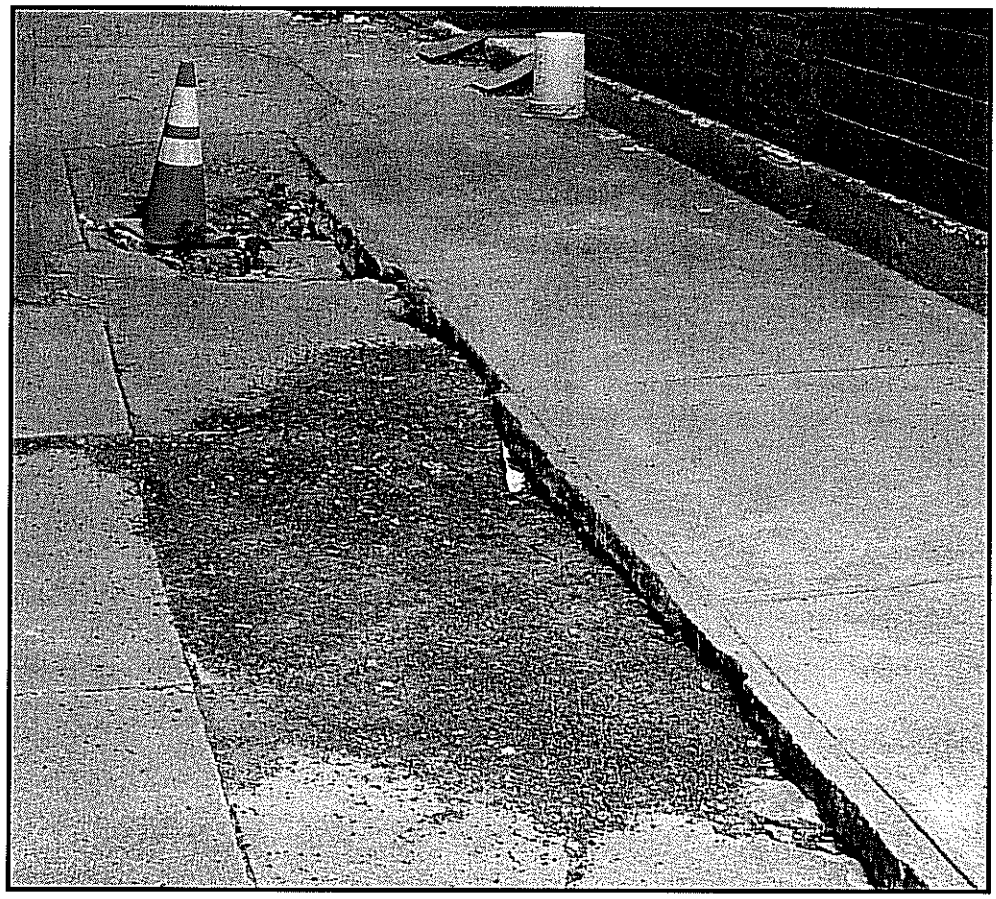


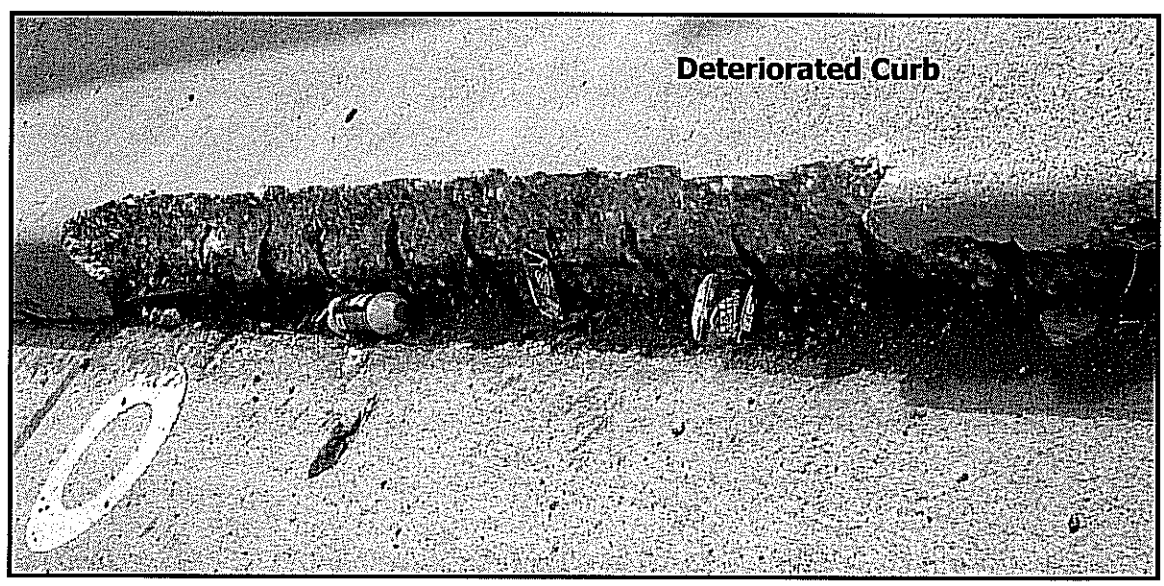


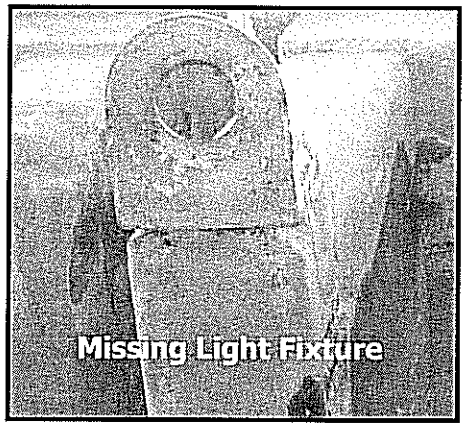
Cracking, spalling and rutting of asphalt wearing course

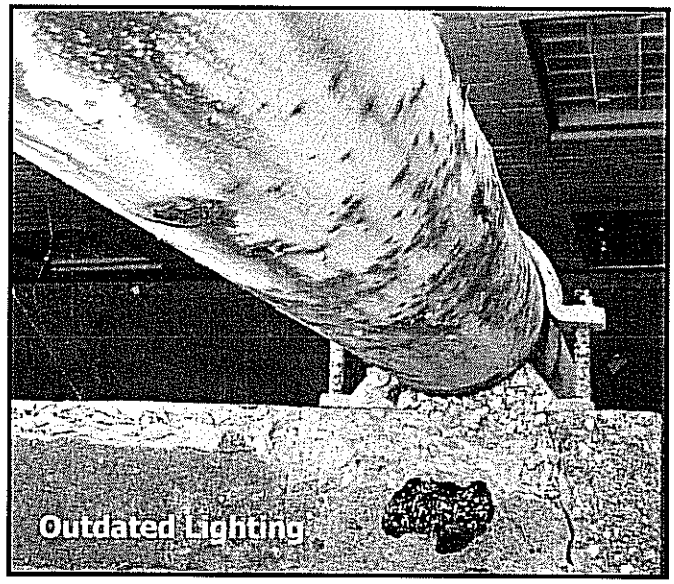

Deteriorated railings, walks and curbs

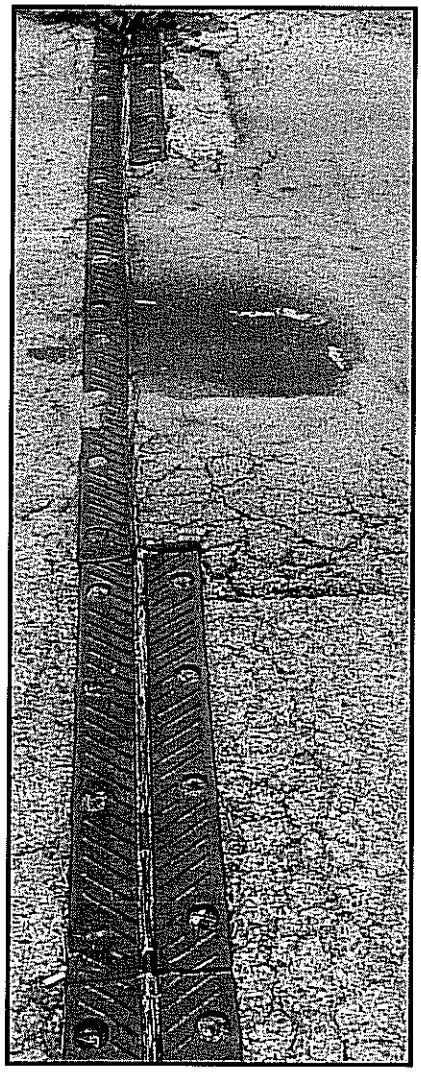




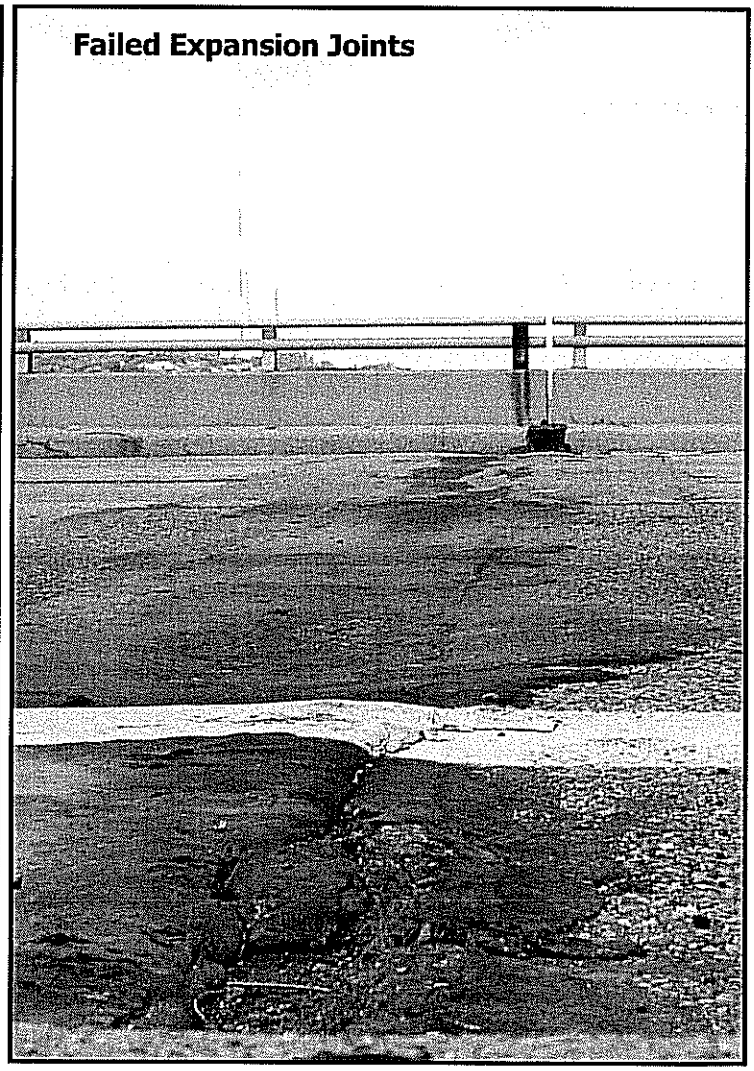

Deteriorated Curb

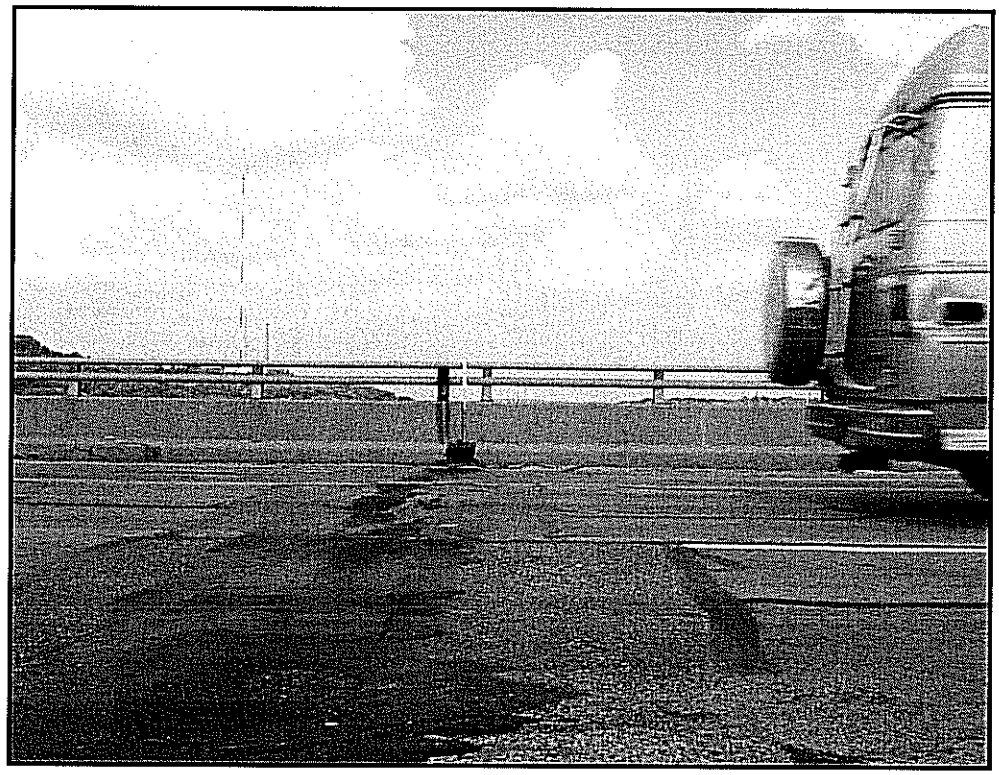

Missing Light Fixture


Outdated Lighting

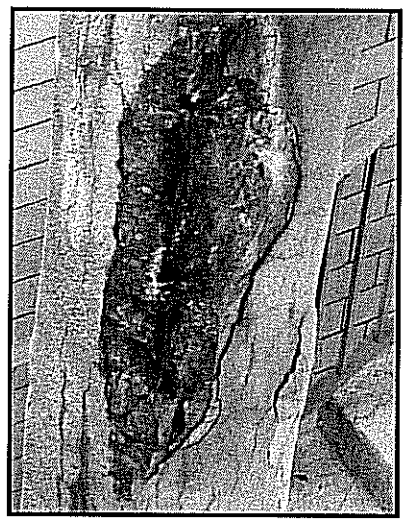


Failed Expansion Joints





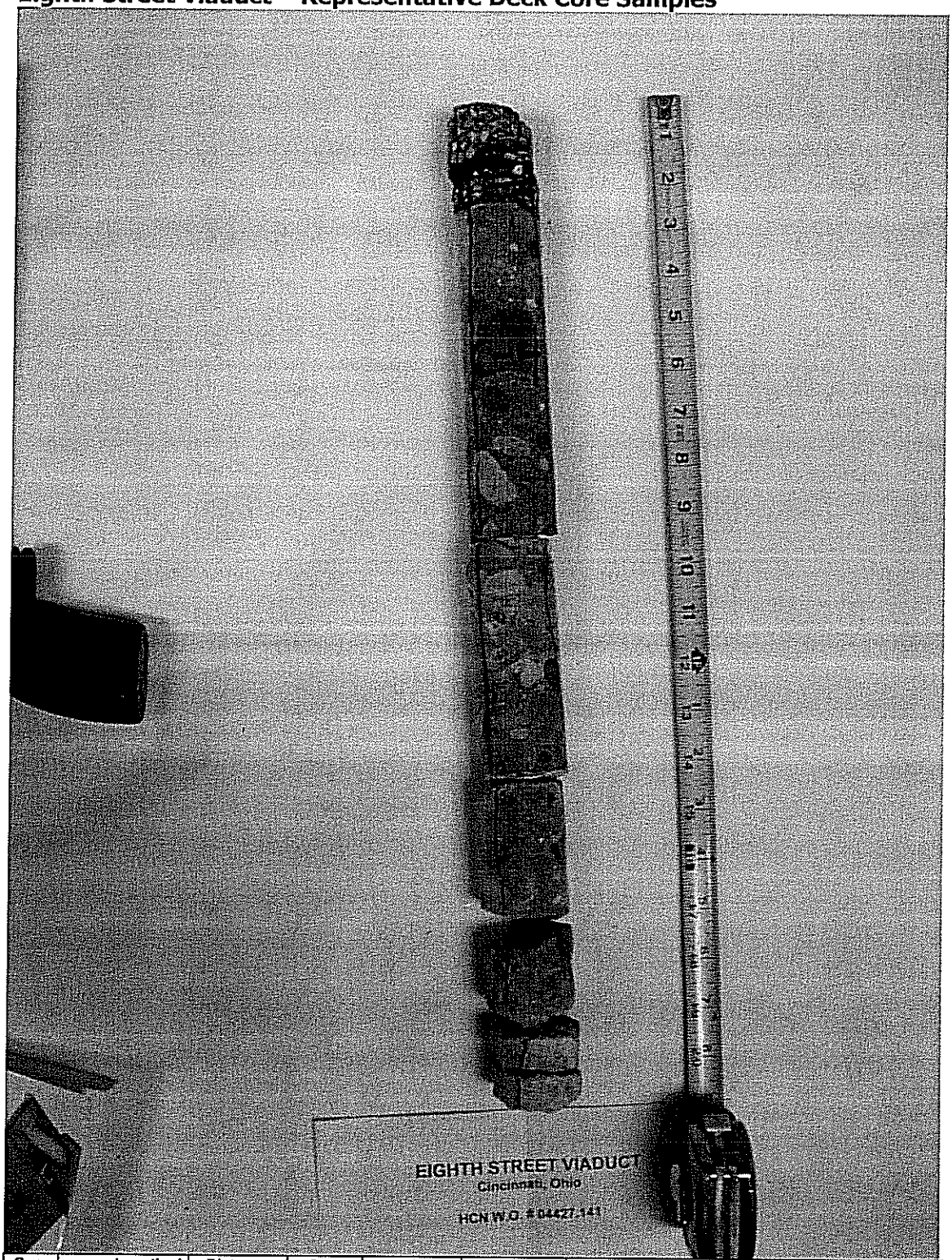
Deteriorated Stair Towers
(one is closed to traffic)



Eighth Street Viaduct – Representative Deck Core Samples

Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-1	STA 30+75	-12'	7-1/2"	1-3/4"	3-1/2"	1 . Concrete overlay appeared to be in good condition 2. Top of structural concrete in very poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

Eighth Street Viaduct – Representative Deck Core Samples

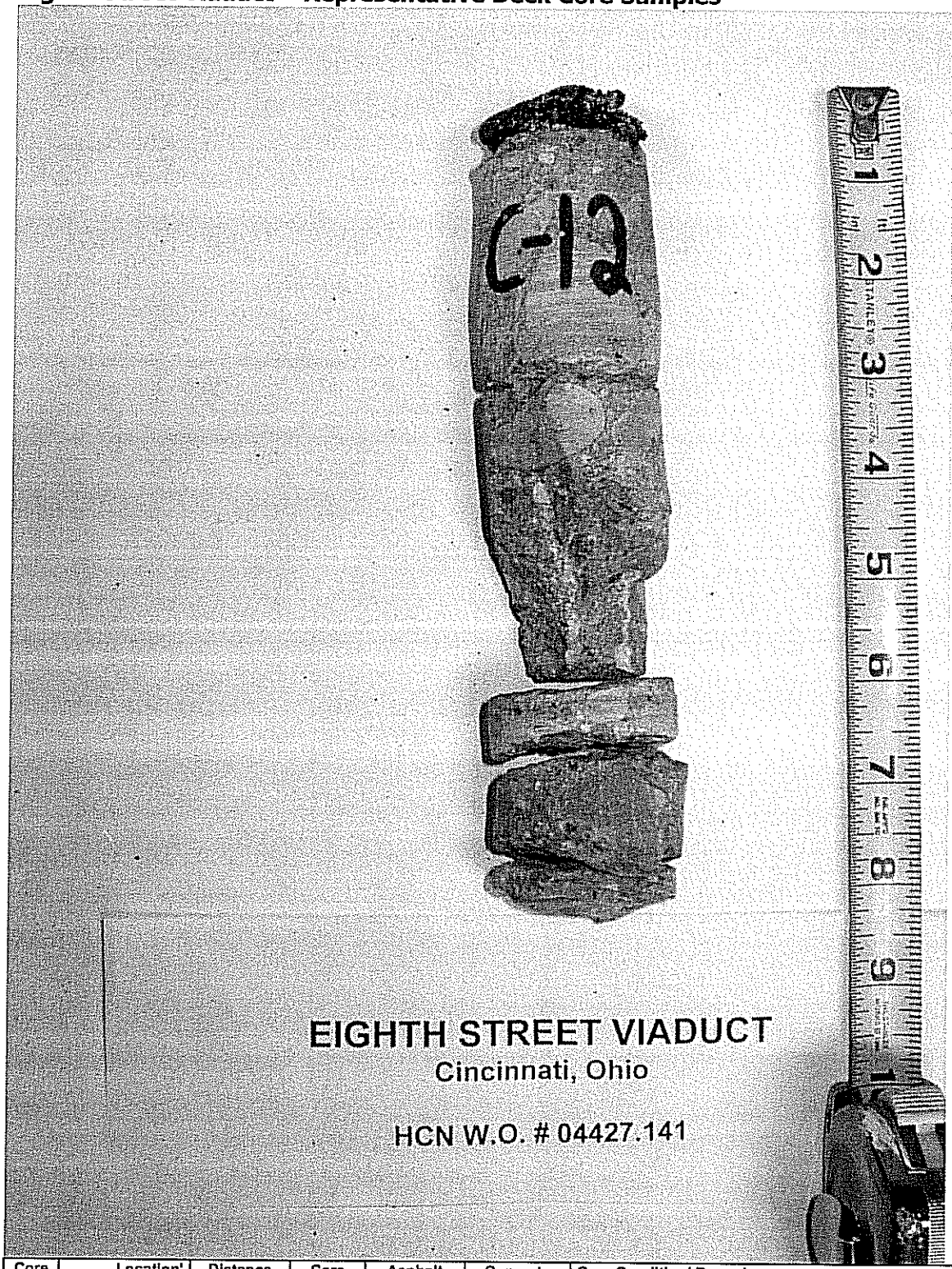


Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-4	STA 27+00	-5.	20"	2-1/4"	6-3/4" (first) and 4-1/2" (2 n.)	1.. First concrete overlay has vertical cracking (hairline) 15-ut otherwise appears to be in fair condition 2. Second overlay has some horizontal fracturing (fireeze-thaw) 3. Structural concrete in poor to fair condition (significant horizontal fracturing). 4. Lightly corroded rebar, 3" from structural concrete surface

Eighth Street Viaduct – Representative Deck Core Samples

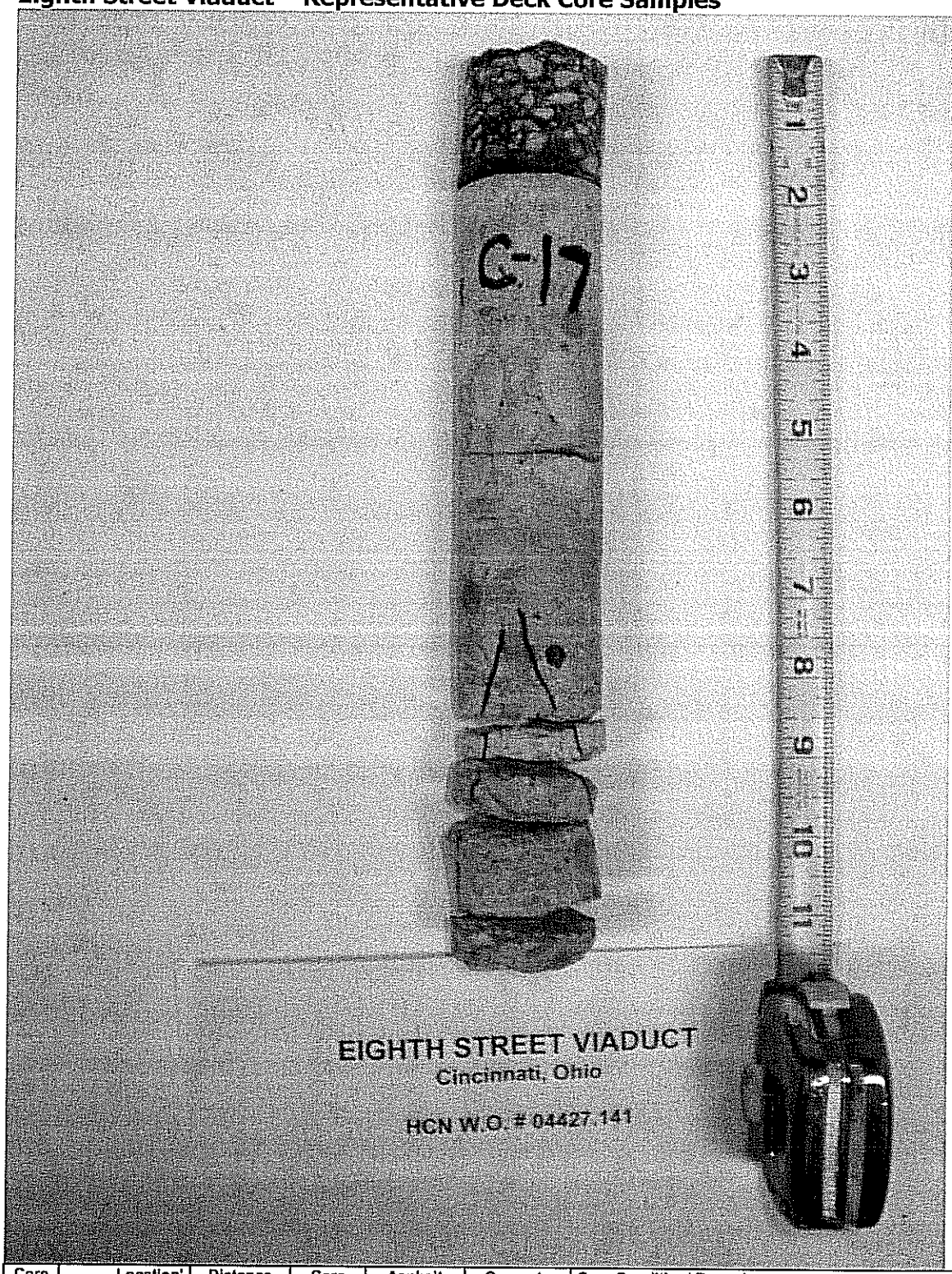
Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-4	STA 27+00	-5.	20"	2-1/4"	6-3/4" (first) and 4-1/2" (2 n.)	1.. First concrete overlay has vertical cracking (hairline) 15-ut otherwise appears to be in fair condition 2. Second overlay has some horizontal fracturing (fireeze-thaw) 3. Structural concrete in poor to fair condition (significant horizontal fracturing). 4. Lightly corroded rebar, 3" from structural concrete surface

Eighth Street Viaduct – Representative Deck Core Samples

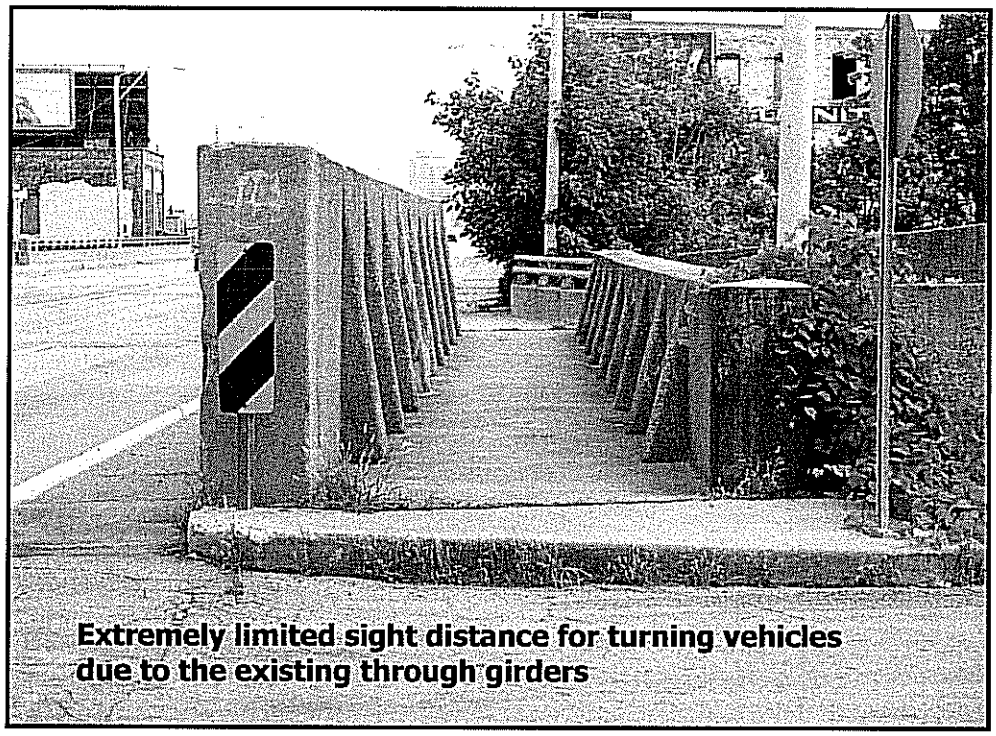


Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-12	STA 17+00	-15'	8"	1	5 (?)	1 . Overlay concrete appears to be 5" thick (?). core horizontally fractured at 2-X" depth and 5" depth (at which point concrete appears to be noticeably different and is believed to be the structural concrete). 2. Structural concrete in poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

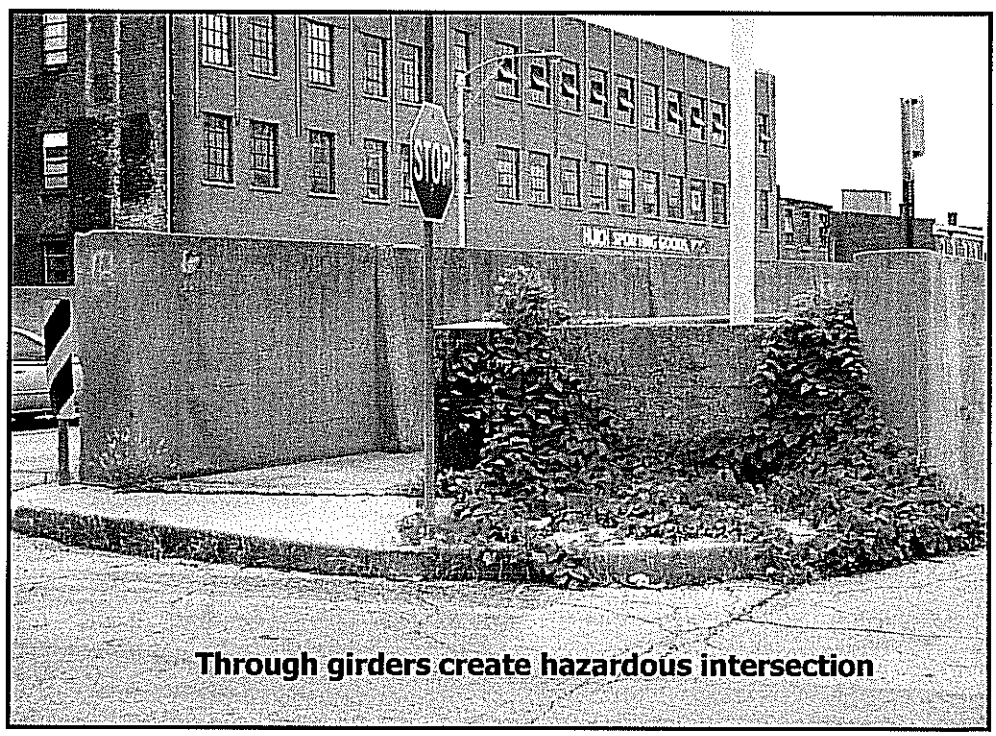
Eighth Street Viaduct – Representative Deck Core Samples



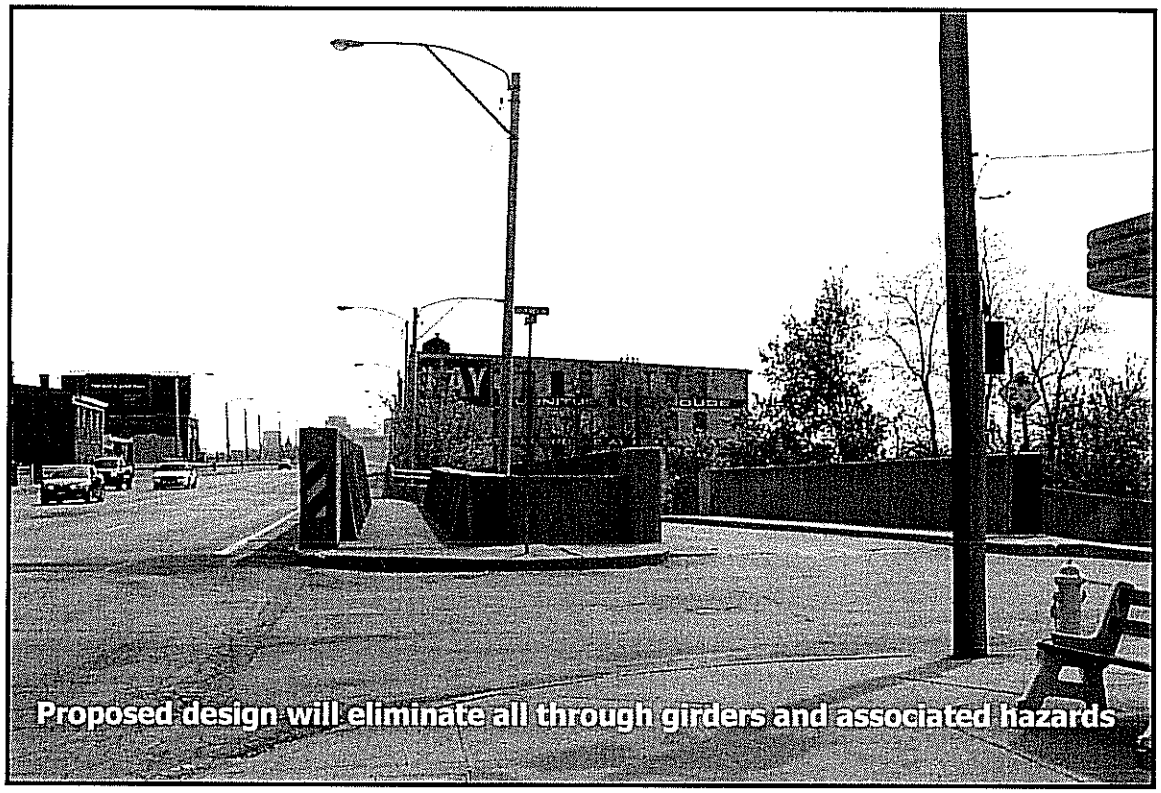
Core No.	Location'	Distance from Centerline	Core Depth	Asphalt Overlay Thickness	Concrete Overlay Thickness	Core Condition/ Remarks
C-1 7	STA 12+00	-15'	11-1 /8"	1-3/4"	6"	1 . Concrete overlay appeared to be in good condition, horizontal fracture (from coring process?) at 3-1/4" 2. Mesh 5-5/8" from concrete overlay surface 3. Structural concrete in poor condition due to significant horizontal fracturing/ deterioration (likely due to freeze-thaw distress)

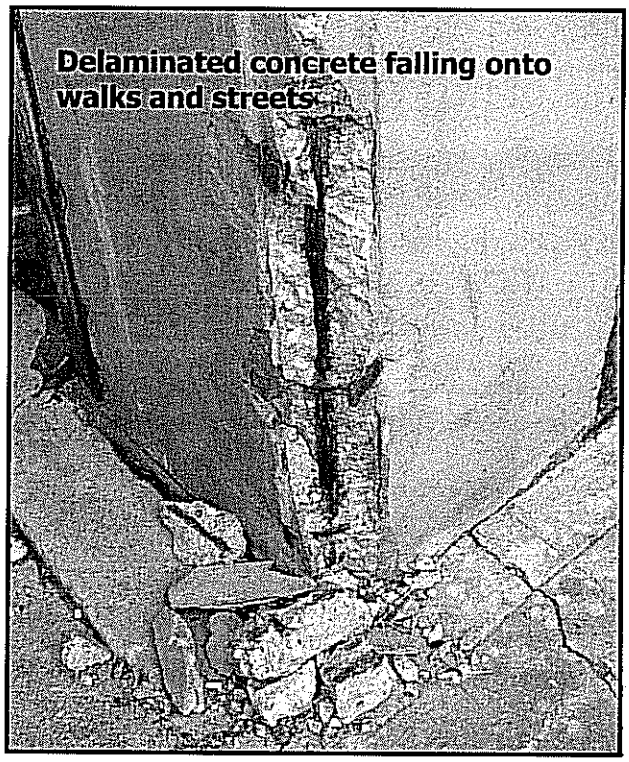


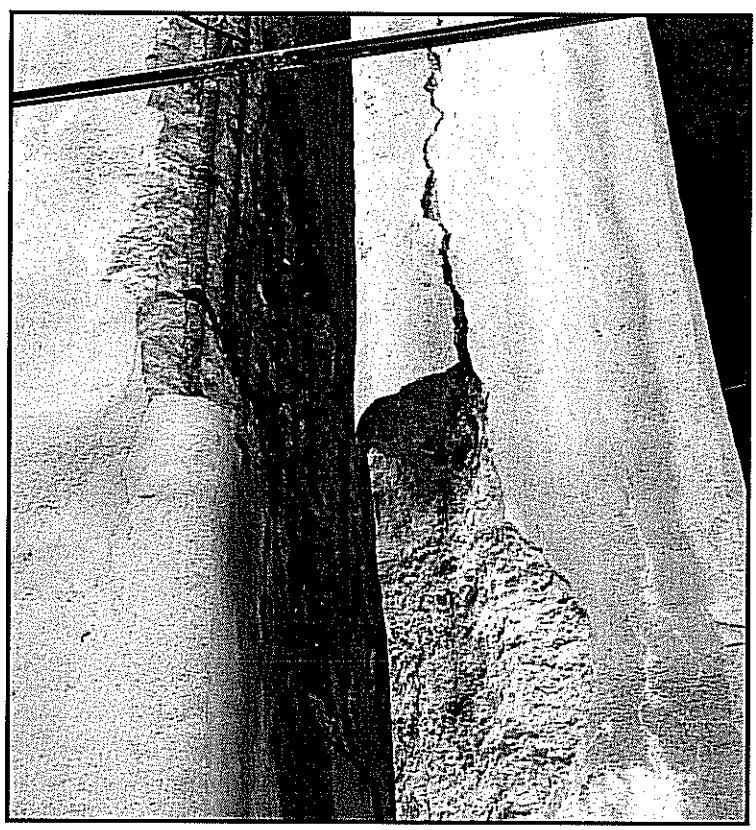
Extremely limited sight distance for turning vehicles due to the existing through girders

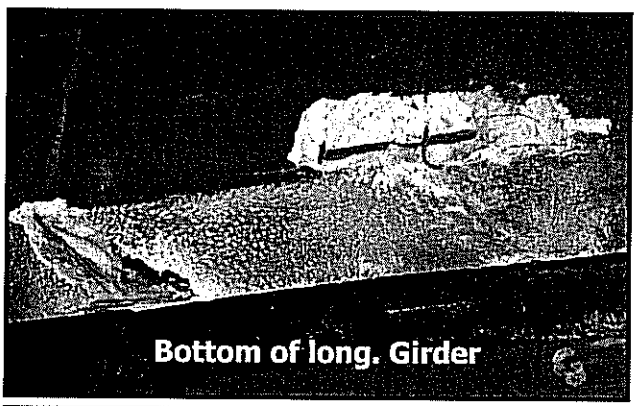


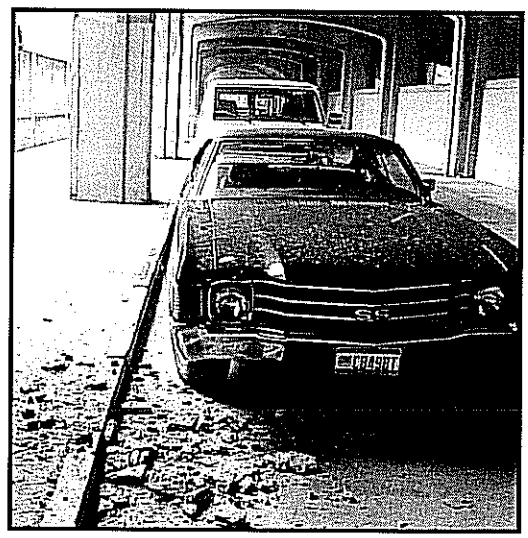
Through girders create hazardous intersection

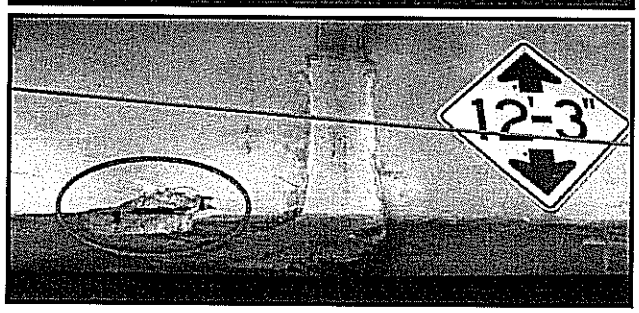

Proposed design will eliminate all through girders and associated hazards

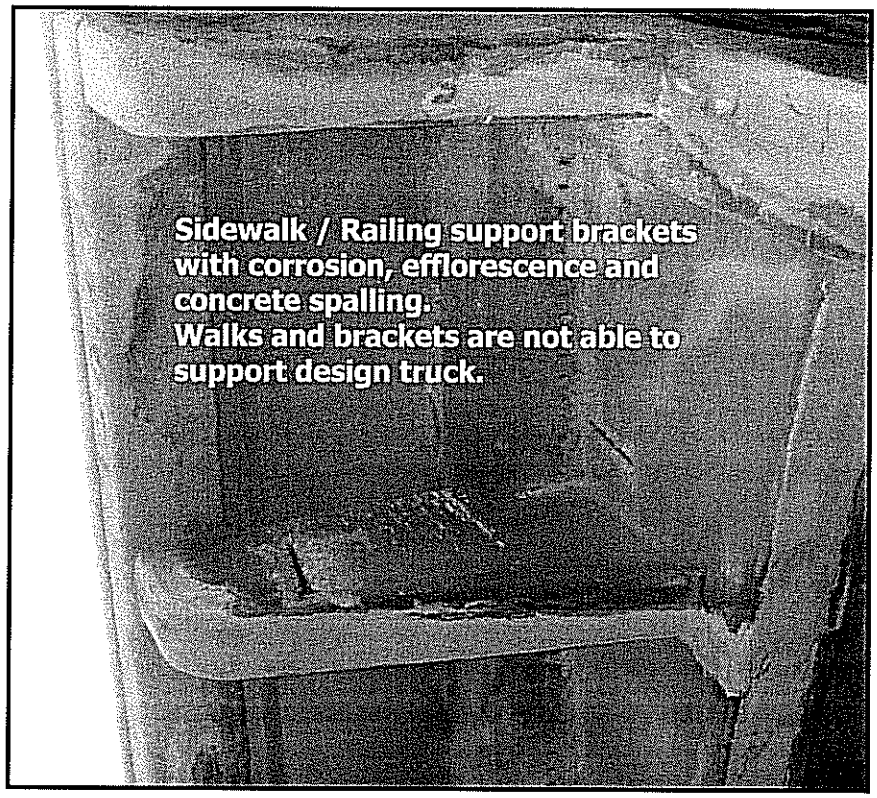

Delaminated concrete falling onto
walks and streets

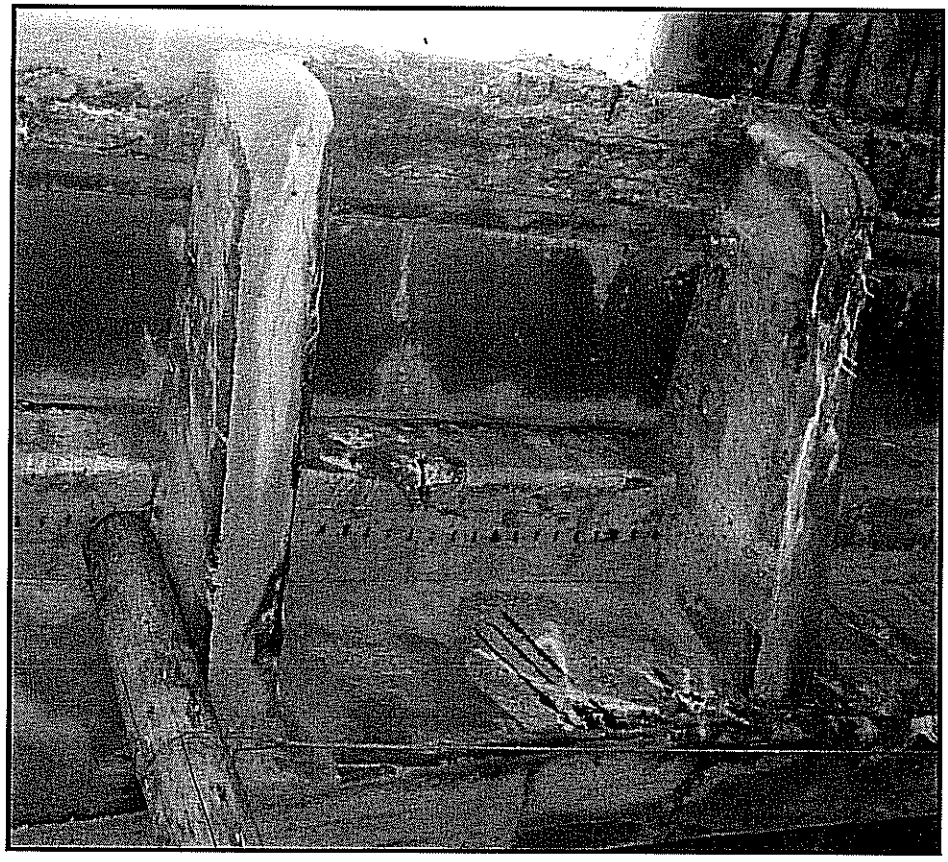


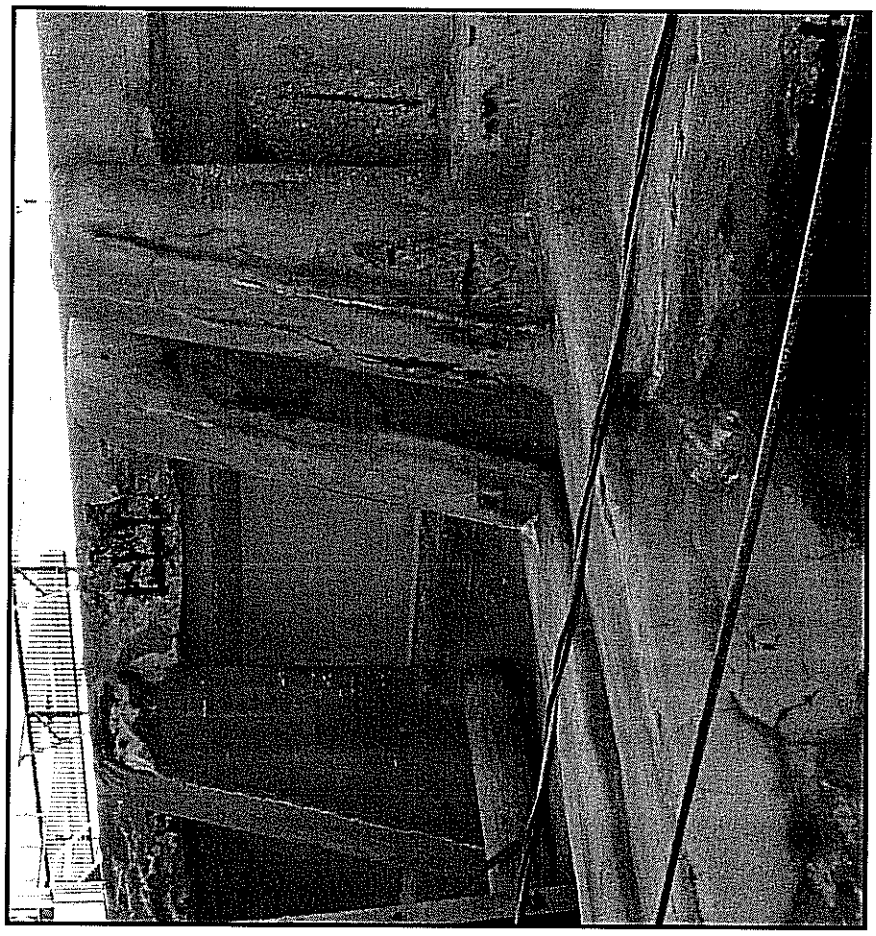

Bottom of long. Girder

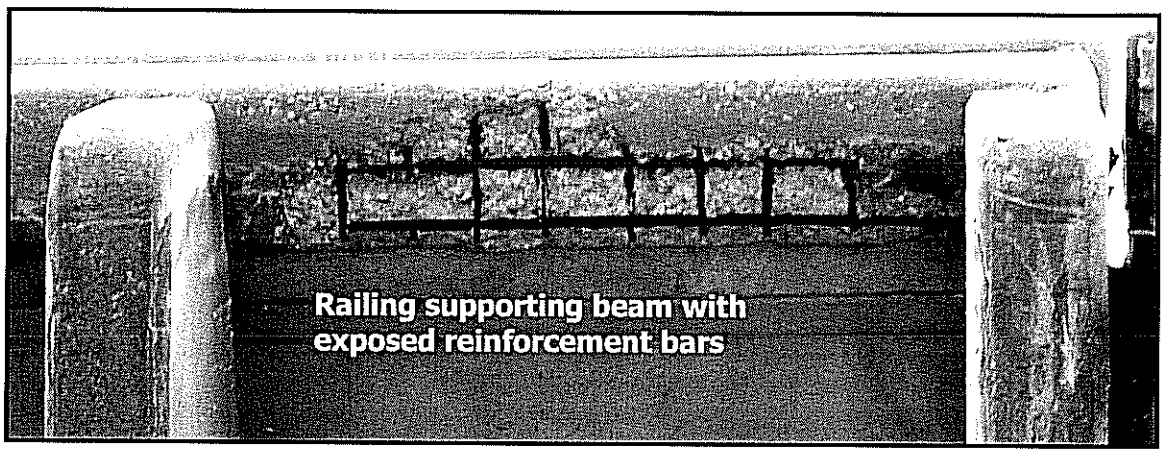


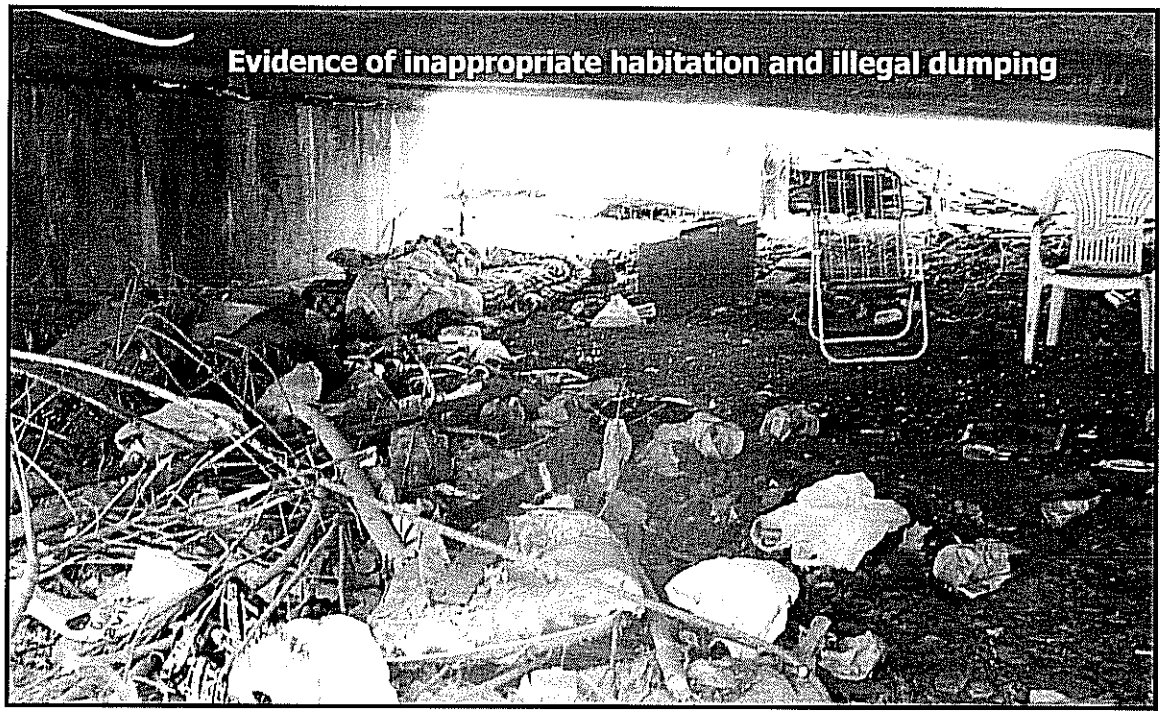

12'-3"

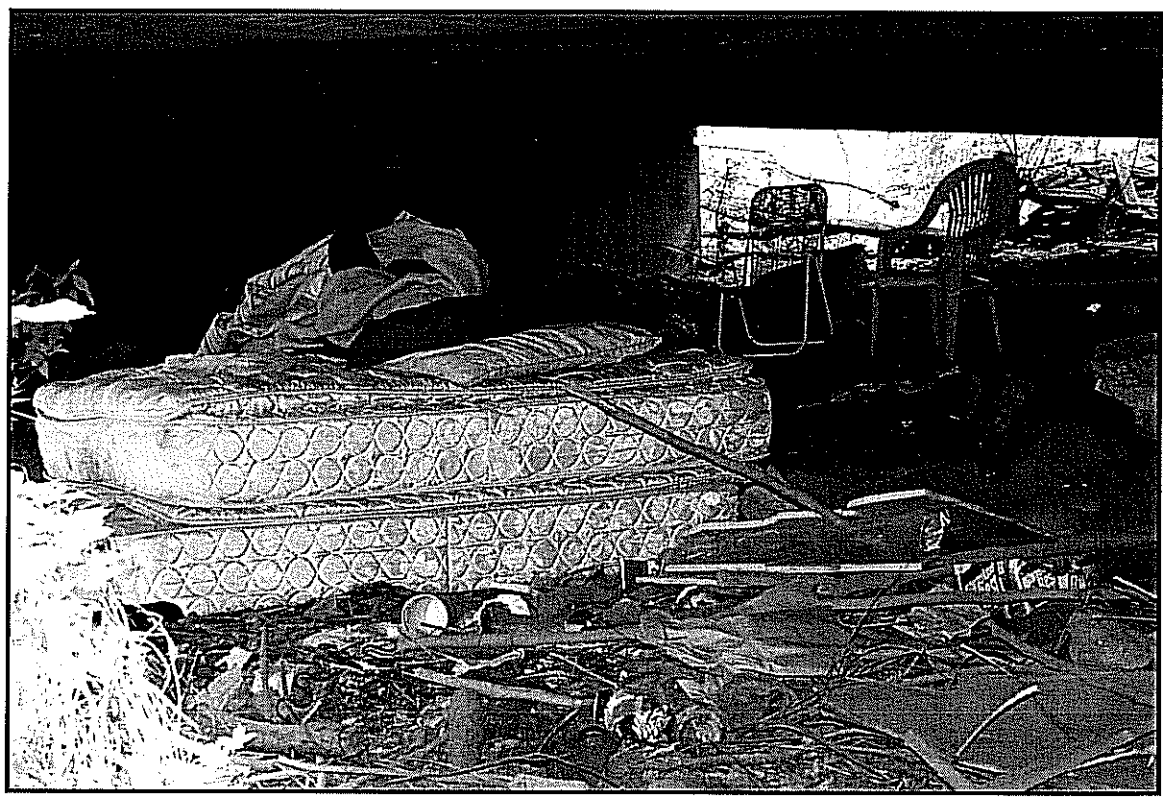

Sidewalk / Railing support brackets
with corrosion, efflorescence and
concrete spalling.
Walks and brackets are not able to
support design truck.






Railing supporting beam with
exposed reinforcement bars


Evidence of inappropriate habitation and illegal dumping



ADDITIONAL SUPPORT INFORMATION

For Program Year 2007 (July 1, 2007 through June 30, 2008), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant should also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? _____YES __X__NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

Give a statement of the nature of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.

The viaduct is in critical condition. Originally built in 1929, with minor rehabilitations performed in 1946 and 1974, it is currently rated a 3D, is structurally deficient, has significant loss of section of primary structural components and would otherwise be load posted except for temporary shoring constructed at several locations. The viaduct has a sufficiency rating of 38.1. This rating falls below the widely accepted standard of a 50 rating at which point the structure is in need of major reconstruction or replacement in order to eliminate intolerable conditions. Documentation attached to this application supporting the critical condition rating includes the latest BR-86 form, an attached inventory printout from ODOT's bridge management system and recent photographs.

The critical condition rating is largely attributable to the deteriorated condition of the 22 split piers, which support 44 of the 79 spans of the viaduct. A failure of any one of the piers would render the viaduct unusable. While all of the split piers are significantly deteriorated and are no longer salvageable, three of them have deteriorated to the point where a brittle and sudden failure was considered imminent and shoring was necessary to safely keep the viaduct open and to prevent a load limit posting. All 22 split piers will be replaced as part of this project. The condition of these piers is documented in the application with attached photographs and can be verified through field inspection.

The majority of the viaduct superstructure is constructed of reinforced concrete beams composite with a reinforced concrete deck (structural deck), overlaid with variable depth concrete and topped with an asphalt wearing surface. The existing asphalt overlay on the viaduct is 30 years old. The underlying concrete overlay is 60 years old and the structural deck and beams are from the original construction. There is widespread cracking, spalling and rutting of the asphalt wearing coarse. There is also widespread debonding between the existing concrete overlay and the structural deck. Core samples revealed this debonding and also show significant deterioration of the top of the structural deck. Since the superstructure is of a T-beam construction, deficiencies in the structural deck weaken the beams. To correct these deficiencies, the project will include removing the two overlays, repairing the deteriorated portions of the structural deck with full and partial deck repairs, and replacing the existing overlays with a single new concrete overlay.

The west approach structures were built with the viaduct in 1929. Both are functionally obsolete with deteriorated conditions similar to those found on the viaduct. The deficiencies in these spans will be corrected through complete superstructure replacements. Other deficiencies throughout the project include failed

expansion joints, deteriorated sidewalks, curbs and railings, understrength sidewalk brackets , deteriorated approach pavements, unusable and outdated lighting equipment, and deteriorated stair towers (one of which is closed). These deficiencies will be remedied as part of this project either by removal, repair or replacement of the deficient elements. A draft set of project plans is included in this application and provides details of all the proposed work.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity.) Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Aside from preventing the collapse of the viaduct itself, there are three other significant safety issues, which will be addressed in this project:

The first safety issue is at the intersection of Burns and Eighth Street. The through girders which make up the superstructures of the west approach bridge and the ramp to Burns Street are a hazard to drivers, especially drivers making turning movements from Burns to Eighth Street. The girders reduce the sight distance at the intersection, making turning movements in the intersection hazardous. The through girders being fixed objects adjacent to the traveled way also pose a serious collision potential risk. In fact, there have been four documented accidents in the last two years at this intersection, two of which are directly attributable to the presence of the through girders as a cause. The calculated accident rate of 2.6 at this intersection is over two and a half times the City's average crash rate for a nonsignalized intersection, which speaks directly to the frequency and severity of the safety problem. This project will correct this problem by replacing the existing through girder superstructures with a standard rolled beam superstructures for both the bridges and by improving the turning radii. The safety hazard is documented through the accident data and photographs included in the application. BURNS

The second safety issue is the hazard caused by loose and delaminated concrete sporadically breaking free from the viaduct and falling onto property below causing damage and risking pedestrian and motorist safety. Five separate incidences have occurred over a two-year period and documentation of such is attached in the form of citizen complaints. The project will address this safety issue by replacing the deteriorated components and thus eliminating the falling concrete hazard.

The third safety issue is the risk of a vehicle, unintentionally or purposefully, driving onto the sidewalk, causing a structural collapse. The existing sidewalk brackets are deficient and do not meet current AASHTO bridge design code requirements for vehicular loading. This project will correct this safety concern by constructing a vehicular railing along the viaduct curb lines thereby eliminating the possibility of a vehicle mounting the sidewalk. An analysis summary from Balke American Engineers is included in the application as documentation of this deficiency.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or

adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The lower two spans of the ramp from Burns Street will be eliminated with the construction of retaining wall and fill. This will eliminate the current dumping and inappropriate habitation of this area. (See project photos)

7

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Eighth Street Viaduct Reconstruction

Priority 2 Vine Street – Nixon to Erkenbrecher

Priority 3 Colerain, West Fork and Virginia Improvement

Priority 4 Center Hill Avenue Bridge Replacement

Priority 5 Spring Grove/Clifton Avenue Improvements

5) To what extent will the user fee funded agency be participating in the funding of the project?
(example: rates for water or sewer, frontage assessments, etc.).

N/A

6) Economic Growth – How will the completed project enhance economic growth

Give a statement of the projects effect on the economic growth of the service area (be specific).

N/A

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application For Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application For Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must have been filed by Friday, September 1, 2006 for this project with the Hamilton County Engineer's Office. List below all "other" funding the source(s).

Federal Funds: High Cost Local Bridge	$12,529,600
OKI	$2,560,00
Total	$15,089,600

9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the district?

Describe how the proposed project will alleviate serious capacity problems (be specific).

N/A

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO'S "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS _____ Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

10) If SCIP/LTIP funds were granted, when would the construction contract be awarded?

If SCIP/LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1 of the year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of months 1

a.) Are preliminary plans or engineering completed? Yes X No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No X N/A _____

c.) Are all utility coordination's completed? Yes _____ No X N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A X

If no, how many parcels needed for project? _____ Of these, how many are: Takes _____

Temporary _____

Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

e.) Give an estimate of time needed to complete any item above not yet completed. 6 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

The Eighth Street Viaduct is classified as a major arterial directly connecting downtown to the west side of Cincinnati via Glenway Avenue. The viaduct currently carries over 14,000 vehicles per day and is used by four METRO bus routes with over 250 buses per week day leading to Addyston, Bridgetown, Delhi Township and Western Hills. During flooding events of the Ohio River, the Eighth Street Viaduct serves as the alternate route to River Road (US 50) which carries over 25,000 vehicles per day.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weight limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

N/A

Will the ban be removed after the project is completed? Yes _____ No _____ N/A X

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 14,656 X 1.20 = 17,587 Users

Water/Sewer: Homes _____ X 4.00 = _____ Users

15) Has the jurisdiction enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Optional $5.00 License Tax X

Infrastructure Levy X Specify type Dedicated portion of City's earnings tax

Facility Users Fee _____ Specify type _____

Dedicated Tax _____ Specify type _____

Other Fee, Levy or Tax _____ Specify type _____

SCIP/LTIP PROGRAM
ROUND 21 - PROGRAM YEAR 2007
PROJECT SELECTION CRITERIA
JULY 1, 2007 TO JUNE 30, 2008

NAME OF APPLICANT: CITY OF CINCINNATI

NAME OF PROJECT: EIGHTH ST. VIADUCT RECONST.

RATING TEAM: 3

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applying agency, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

CIRCLE THE APPROPRIATE RATING

1) **What is the physical condition of the existing infrastructure that is to be replaced or repaired?**

PIERS, DECK RAILING

25 - Failed
23 - Critical
20 - Very Poor
17 - Poor
15 - Moderately Poor
10 - Moderately Fair
5 - Fair Condition
0 - Good or Better

Appeal Score _____

Criterion 1 - Condition

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

Definitions:

Failed Condition –requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.

Critical Condition - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: **If the infrastructure is in "good" or better condition, it will NOT be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.**

2) **How important is the project to the safety of the Public and the citizens of the District and/or service area?**

ISD @ BURNS
CONC. FALLING

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 – Poorly documented importance
0 - No measurable impact

DISCUSS

Appeal Score _____

Criterion 2 – Safety

The applying agency shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? **In all cases, specific documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

3) **How important is the project to the health of the Public and the citizens of the District and/or service area?**

DUMPING & ?
HABITATION.

25 - Highly significant importance
20 - Considerably significant importance
15 - Moderate importance
10 - Minimal importance
5 - Poorly documented importance
0 - No measurable impact

Appeal Score _____

Criterion 3 – Health

The applying agency shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? **In all cases, quantified documentation is required.** Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. **Examples given above are NOT intended to be exclusive.**

4) **Does the project help meet the infrastructure repair and replacement needs of the applying agency?**
Note: Applying agency's priority listing (part of the Additional Support Information) must be filed with application(s).

#1

25 - First priority project
20 - Second priority project
15 -Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower

Appeal Score _____

Criterion 4 – Jurisdiction's Priority Listing

The applying agency must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

5) **To what extent will a user fee funded agency be participating in the funding of the project?**

10 – Less than 10%
9 – 10% to 19.99%
8 – 20% to 29.99%
7 – 30% to 39.99%
6 – 40% to 49.99%
5 – 50% to 59.99%
4 – 60% to 69.99%
3 – 70% to 79.99%
2 – 80% to 89.99%
1 – 90% to 95%
0 – Above 95%

Appeal Score _____

Criterion 5 – User Fee-funded Agency Participation
To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying agency must submit documentation.

6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

10 – The project will directly secure new employment
5 – The project will permit more development
0 – The project will not impact development

Appeal Score _____

Criterion 6 – Economic Growth
Will the completed project enhance economic growth and/or development in the service area?
Definitions:
Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.
Permit more development: The project as designed will permit additional business development/employment. The applying agency must supply details.
The project will not impact development: The project will have no impact on business development.

Note: **Each project is looked at on an individual basis to determine if any aspects of this category apply.**

7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement
10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
0 – Less than 10%

List total percentage of "Local" funds 20 %

$ 4,910,400

WHAT ABOUT $ COMING FROM HCE?

Criterion 7 – Matching Funds – Local

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER

List total percentage of "Other" funds 63 %

10 – 50% or higher
8 – 40% to 49.99%
6 – 30% to 39.99%
4 – 20% to 29.99%
2 – 10% to 19.99%
1 – 1% to 9.99%
0 – Less than 1%

List below each funding source and percentage

ODOT	63 %
	%
	%
	%
	%

15,089,600.00

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) **Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?**

10 - Project design is for future demand.
8 - Project design is for partial future demand.
6 - Project design is for current demand.
4 - Project design is for minimal increase in capacity.
2 - Project design is for no increase in capacity.

Appeal Score

_____

Criterion 9 – Alleviate Capacity Problems

The applying agency shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded?

5 - Will be under contract by December 31, 2007 and no delinquent projects in Rounds 18 & 19
3 - Will be under contract by March 31, 2008 and/or one delinquent project in Rounds 18 & 19
0 - Will not be under contract by March 31, 2008 and/or more than one delinquent project in Rounds 18 & 19

Criterion 10 – Readiness to Proceed
The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. An applying agency receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc.

10 – Major Impact **Appeal Score**
8 – Significant Impact
6 – Moderate Impact _____
4 – Minor Impact
2 – Minimal or No Impact

Criterion 11 - Regional Impact
The regional significance of the infrastructure that is being repaired or replaced.
Definitions:

Major Impact – Roads: Major Arterial: A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

Significant Impact – Roads: Minor Arterial: A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

Moderate Impact – Roads: Major Collector: A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

Minor Impact – Roads: Minor Collector: A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

Minimal or No Impact - Roads: Local: A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) **What is the overall economic health of the jurisdiction?**

10 Points
8 Points
6 Points
4 Points
2 Points

Criterion 12 – Economic Health
The District 2 Integrating Committee predetermines the applying agency's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) **Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

10 - Complete ban, facility closed
8 – 80% reduction in legal load or 4-wheeled vehicles only
7 – Moratorium on future development, *not* functioning for current demand
6 – 60% reduction in legal load
5 - Moratorium on future development, functioning for current demand
4 – 40% reduction in legal load
2 – 20% reduction in legal load
0 – Less than 20% reduction in legal load

Appeal Score _____

Criterion 13 - Ban
The applying agency shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) **What is the total number of existing daily users that will benefit as a result of the proposed project?**

10 - 16,000 or more
8 - 12,000 to 15,999
6 - 8,000 to 11,999
4 - 4,000 to 7,999
2 - 3,999 and under

17,587

Appeal Score _____

Criterion 14 - Users
The applying agency shall provide documentation. A registered professional engineer or the applying agency's C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) **Has the applying agency enacted the optional $5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? *(Provide documentation of which fees have been enacted.)***

5 - Two or more of the above
3 - One of the above
0 - None of the above

Appeal Score _____

Criterion 15 – Fees, Levies, Etc.
The applying agency shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.